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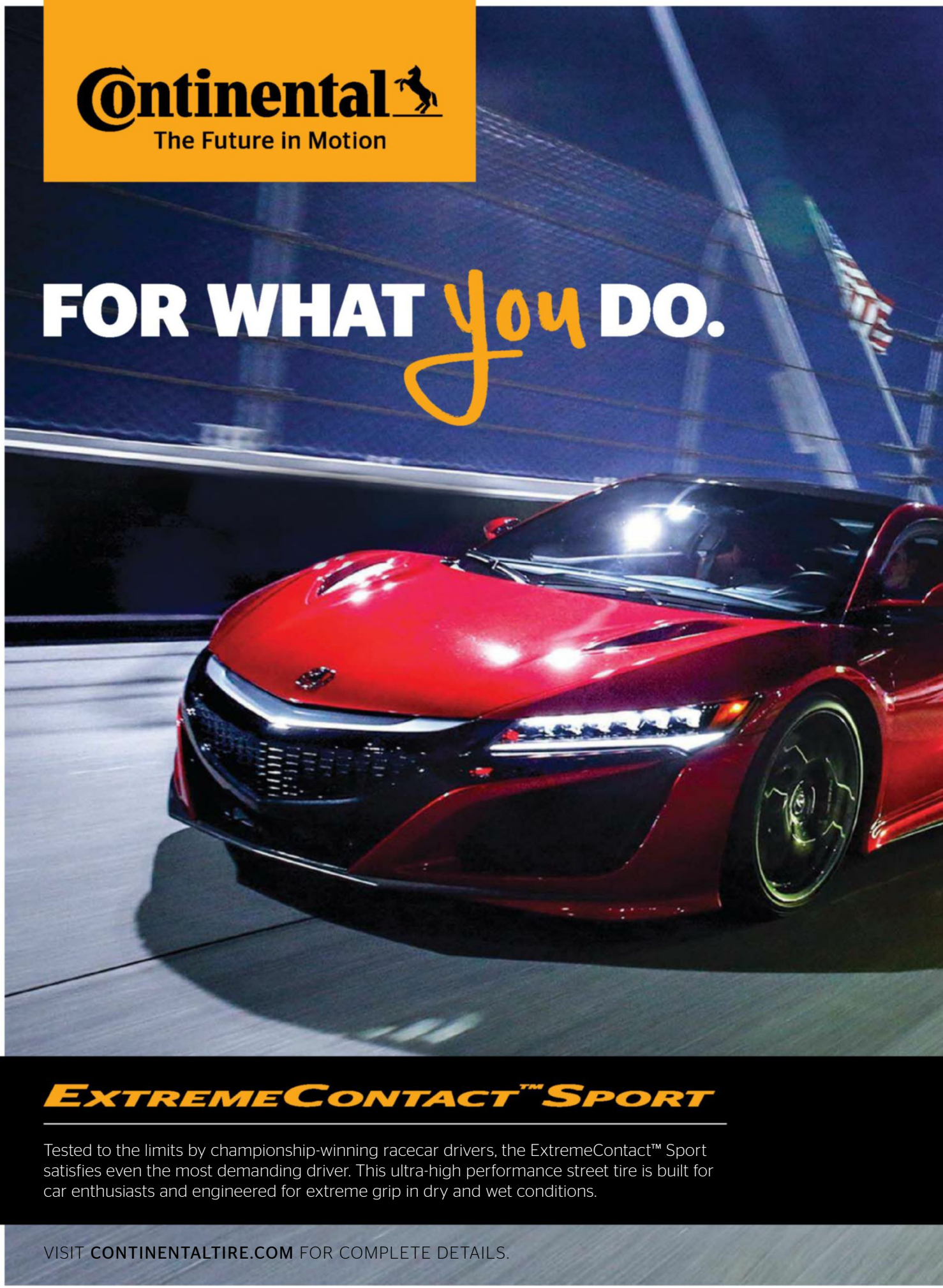
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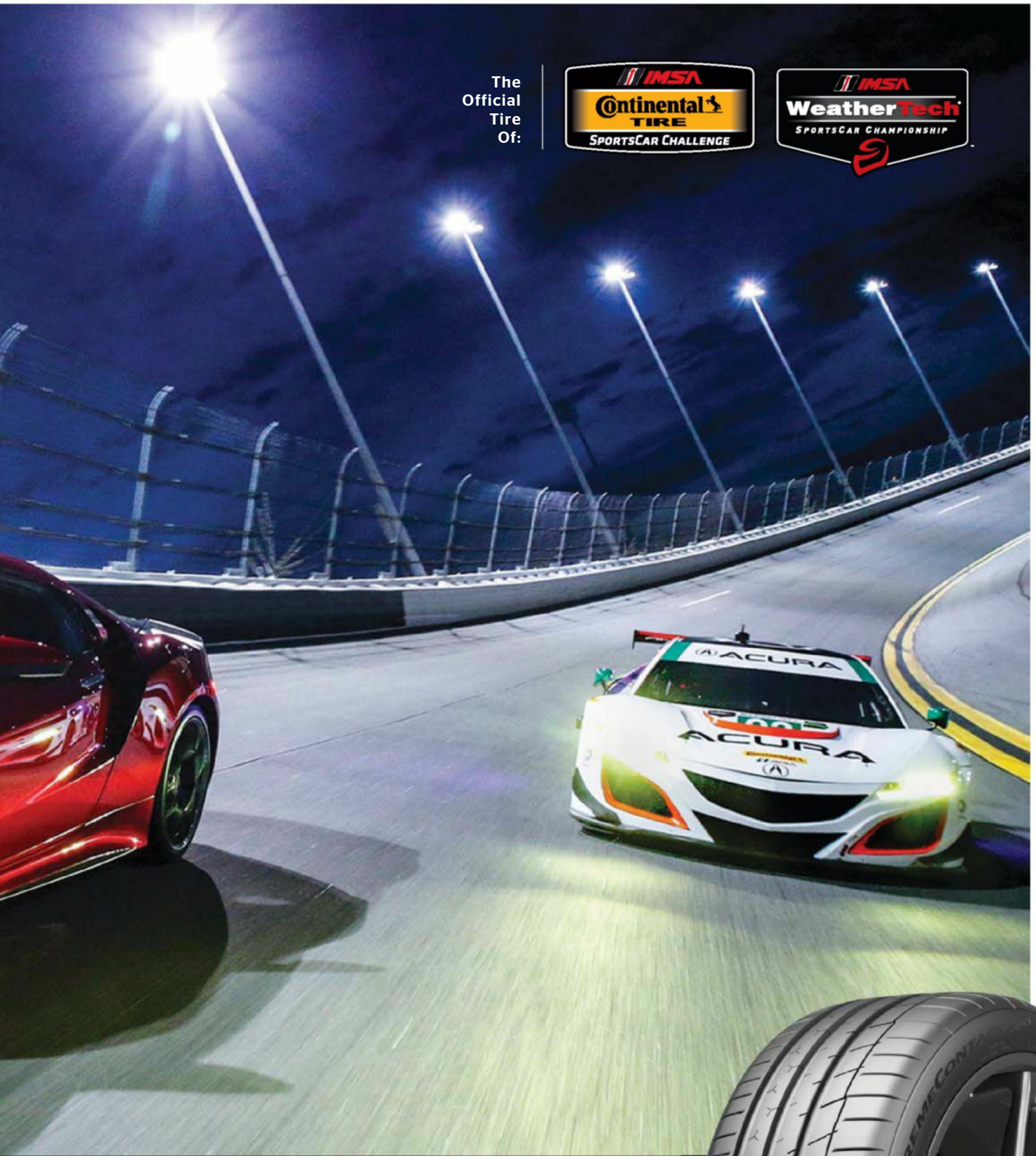

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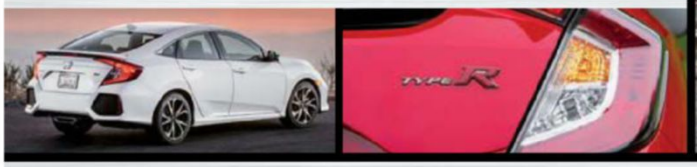

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THE ALL-NEW 2018 EQUINOX TURBO-DIESEL

CHEVROLET WILL OFFER A WIDENING ARRAY OF TURBO-DIESEL TECHNOLOGY.

Chevrolet has a history of diesel engines, starting with Silverado and Colorado trucks, and carrying on that legacy with the introduction of the 2017 Cruze Diesel. Completely redesigned, the all-new 2018 Equinox continues the story with its available ECOTEC® 1.6L Turbo-Diesel engine (available Summer 2017). The engine provides robust torque, delivering on the promise of great performance, and offers an impressive GM-estimated 40 MPG highway.[1]

FIND NEW ROADS™

MORE CHOICES.

The engine choice is yours.

Besides the available ECOTEC 1.6L Turbo-Diesel, there are two other turbocharged ECOTEC engines available in the 2018 Equinox: the standard gasoline 1.5L turbo and an available gasoline 2.0L turbo. All three are aluminum dual overhead cam engines with standard stop/start technology for improved fuel efficiency.[2] Additionally, the new Equinox is over 450 lbs. lighter overall than the previous generation, helping to make every drive a more efficient one.

MORE EFFICIENCY.

Why turbo-diesels can be more energy efficient.

When there's a need for efficiency, turbo-diesels are an attractive option. Diesel fuel is more energy dense than gasoline and burns extremely lean. A high compression ratio of 16.0:1 provides the heat that the diesel needs for auto ignition. All of this helps with engine efficiency, enabling Equinox to offer a GM-estimated 40 MPG highway,[1] which is expected to be best-in-class highway fuel economy.

MORE TORQUE.

Engineered for responsive performance.

Torque is what you feel when you step on the accelerator pedal. The Equinox 1.6L Turbo-Diesel engine provides loads of low-end torque with a healthy peak of 240 lb.-ft. at only 2000 rpm. An incredible 90 percent of that torque is available between 1500 and 3250 rpm for great responsiveness at most operating speeds, making Equinox exceptionally fun to drive.

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AVAILABLE CHEVROLET TURBO-DIESEL LINEUP

Vehicle	*Key Benefit*
'18 Equinox 1.6L	**GM-EST. 40 MPG HWY**[1] with 240 lb.-ft. of torque
'18 Cruze Hatch 1.6L	**240 LB.-FT. OF TORQUE** with 47.2 cu. ft. of cargo space[3]
'17 Cruze Sedan 1.6L	**52 MPG HWY**[4] with up to 702 hwy mile range[5] on a single tank
'17 Colorado 2.8L[6]	**30 MPG HWY**[7] with 369 lb.-ft. of torque
'17 Silverado 3500HD 6.6L V8	**23,300 LBS. TOWING**[8] with 910 lb.-ft. of torque

QUIET OPERATION.

What makes Chevrolet diesels different from traditional diesels?

GM puts intense work into all of its diesel engines' fuel and combustion systems to help mitigate the source of diesel noise. GM leverages advanced simulation and modeling techniques to provide an optimum design for low noise as well as performance and efficiency. Result: The 1.6L Turbo-Diesel is up to 68 percent quieter[9] than the 2.0L Turbo-Diesel, which was offered on the previous-generation Cruze.

1 Official EPA estimates not yet available. Fuel economy estimate based on GM testing. Estimated to offer 40 MPG highway for 1.6L diesel FWD models. 2 EPA-estimated 26 MPG city for 1.5L FWD models, 24 MPG city for 1.5L AWD models, 22 MPG city for 2.0L FWD models, and 22 MPG city for 2.0L AWD models. GM-estimated 28 MPG city for 1.6L Turbo-Diesel FWD models and 27 MPG city for 1.6L Turbo-Diesel AWD models. 3 Cargo and load capacity limited by weight and distribution. 4 EPA-estimated 30 MPG city/52 highway for Cruze Sedan with available diesel engine and 6-speed manual transmission. 5 Based on EPA highway estimate and fuel tank capacity. Your range may be less. 6 Excludes ZR2 model. EPA-estimated 22 MPG city/30 highway for Colorado 2WD with available diesel engine. 7 EPA ratings for Colorado 2WD with available diesel engine: 22 MPG city/30 highway. 8 Requires 3500HD Regular Cab 4x4 DRW with available Duramax 6.6L Turbo-Diesel V8 engine. Before you buy a vehicle or use it for trailering, carefully review the Trailering section of the Owner's Manual. The weight of passengers, cargo and options or accessories may reduce the amount you can tow. 9 Sound power level measured at 4000 rpm.

CHEVROLET

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The Lohdown

GROUNDBREAKING PERFORMANCE
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"Now a Ford car can be bought for something like a tenth of the cost of Rolls [Royce], and in the real world, where things have to be paid for, many people would regard the Ford as more functional than the Rolls. But the external appearance of the Ford bears little relation to its mechanical workings; what we see is more or less a tin box put round the machinery by the bodymakers and the stylists. The mechanical, that is to say, the functional, parts of any modern mass-produced car, are not attractive, being made largely from bits of wire and bent metal which we find it difficult to admire however useful they may be."

So writes the founder of material science, James Edward Gordon, near the end of his seminal book, "Structures: Or Why Things Don't Fall Down." First published in 1978, this highly readable treatise covers, as you might expect, the physics and engineering concerns of everything from bridges to boats, WWII bombers to Baroque cathedrals. Unexpected, at least by me, was Gordon's prescient observations on the state of modern vehicle aesthetics, including the above passage and this zinger: "On the whole it may be fair to say that, as modern technology gets more and more functional, we can less and less bear to look at it."

Now to be clear, I don't completely agree with Gordon. I don't believe all modern cars are ugly and getting uglier—that's not true. But as I flip through our annual buyer's guide issue, I admit to being bored by many of the shapes and themes I see. There is a safeness to modern vehicle design; with few exceptions, today's cars all look like each other, or like they have for generations.

This is a substantial disconnect considering the massive strides in automotive performance and functionality. Cars, trucks, and SUVs have never been more capable, and we continue to push the boundaries of acceleration, top speed, energy efficiency, and load-carrying capability. Why hasn't automotive design achieved similar aesthetics gains?

The simple answer is inertia. How form and function interact has been the key question since time immemorial, and modern design dictates that the former trail the latter. That form follows function is automotive design dogma—and the problem Gordon observed nearly 40 years ago.

We are hurtling toward a future where if we can dream it, by and large we can build it. Advances in exotic composites such as graphene and manufacturing processes such as rapid liquid printing mean we are able to redefine the limits of complex structures. The current thinking for electric vehicle architecture places storage batteries in the floor and motors at or between the wheels. Ongoing development of drive-by-wire systems with the aim of improved efficiency and reduced parts/manufacturing complexity further contributes to what is becoming an increasingly open vehicular floor plan. It is on foundations like these, which incorporate energy storage, propulsion, and control elements, that future glittering chariots and gilded carriages should be reimagined.

Instead, the automotive designs on these pages and those coming just around the corner are largely iterative and evolutionary—slightly smoother adaptations of the same two- and three-box concepts we've known for generations. The bits of wire and bent metal that underpin the modern car have made shocking advances since the Ford Model T. It is time that the surrounding tin box—and the mindset of the bodymakers and stylists that design it—change dramatically, as well. ■

Faraday Future's Variable Platform Architecture

What's On Demand This Month?

JULY 17 British Rallycross Championship (Pembrey, Wales)
GP Confidential; Mobil 1 The Grid
Real Road Racing (Scarborough Olivers Mount, England)
ENGINE MASTERS **Ep. 24**
JULY 19 HEAD TO HEAD **Ep. 92**
JULY 21 Motorsport Mundial
JULY 22 **LIVE!** DTM Championship (Moscow)
LIVE! European Le Mans Series (Red Bull Ring)
JULY 24 IGNITION **Ep. 179**
JULY 26 GP Confidential ROADKILL GARAGE **Ep. 20**
JULY 28 **LIVE!** Pirelli World Challenge (Mid-Ohio SCC)
LIVE! Virgin Australia Supercars, Ipswich Supersprint
Motorsport Mundial
JULY 29 **LIVE!** FIA Formula 3 Championship (Spa-Francorchamps)
LIVE! Virgin Australia Supercars, Ipswich Supersprint
LIVE! Pirelli World Challenge (Mid-Ohio SCC)
LIVE! Blancpain GT Series Endurance Cup, Spa
JULY 31 Mobil 1 The Grid
AUG. 1 Real Road Racing, Southern 100 (Isle of Man)
DIRT EVERY DAY **Ep. 67**
AUG. 3 HOT ROD GARAGE **Ep. 55**
AUG. 4 Motorsport Mundial
ROADKILL **Ep. 68**
AUG. 6 **LIVE!** Lamborghini Super Trofeo North America (Elkhart Lake)
AUG. 7 IGNITION **Ep. 180**
AUG. 8 THE HOUSE OF MUSCLE **Ep. 10**
AUG. 9 GP Confidential MODIFIED **Ep. 1** SERIES PREMIER
AUG. 12 **LIVE!** Pirelli World Challenge (Utah Motorsports Campus)
AUG. 13 **LIVE!** Pirelli World Challenge (Utah Motorsports Campus)
AUG. 14 Mobil 1 The Grid
Real Road Racing, Barry Sheene Festival (Scarborough)
ENGINE MASTERS **Ep. 25**
AUG. 16 HEAD TO HEAD **Ep. 93**
AUG. 18 **LIVE!** Virgin Australia Supercars (Sydney Motorsports Park)
Motorsport Mundial
AUG. 19 **LIVE!** DTM Championship, Zandvoort
LIVE! Rolex Monterey Motorsport Reunion (Monterey, Calif.)
LIVE! Virgin Australia Supercars (Sydney Motorsports Park)
AUG. 20 **LIVE!** FIA Formula 3 Championship (Zandvoort, Netherlands)
LIVE! GT4 Europe Northern Series (Zandvoort, Netherlands)
LIVE! Pebble Beach Concours d'Elgance
LIVE! Rolex Monterey Motorsport Reunion (Monterey, Calif.)
AUG. 21 British Touring Cars Championship (Snetterton, England)
IGNITION **Ep. 181**
AUG. 23 GP Confidential MODIFIED **Ep. 2**
AUG. 24 ROADKILL GARAGE **Ep. 21**
AUG. 25 FIM Motocross World Championship(Uddevalla, Sweden)
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THIS MONTH'S HOT METAL

WE SAY P26
WORDS FROM OUR EDITORS

THEY SAY P30 INTERVIEW
SERGIO MARCHIONNE CEO, FERRARI & FCA

BMW 8 Series Concept

The 8 Series, after a two-decade hiatus, will return to BMW's lineup in 2018. BMW previewed its future range-topping coupe with a concept unveiled at the Concorso d'Eleganza Villa d'Este in Italy.

In contrast to the doorstop shape of its predecessor, the new model features lines that flow like water over its Barcelona Gray Liquid body. Creases along the hood and large side air intakes give the concept a fluid look. Bold arches framing 21-inch alloy wheels hint at the car's rear-wheel-drive athleticism.

Up front, the model features a new interpretation of the brand's signature kidney grille. Rather than lying flat, it has a three-dimensional look. The kidneys, which lose their traditional rhomboid shape, are joined together by an unbroken frame to form a single unit. Slim laser headlights complete the front end. Whether these highlights will make it to production is anyone's guess, but Audi received approval to introduce laser lights for the new R8 supercar on sale in the U.S. this summer.

From the back, the 8 Series departs from BMW's current look. In addition to wide, horizontal taillights with L-shaped LED elements, the model features a rear spoiler molded into the trunklid and trapezoidal exhaust tailpipes. A dark carbon-fiber diffuser can be found in the lower section of the rear apron. Inside the cabin, look for sport seats with a carbon-fiber shell, red-anodized shift paddles, and aluminum accents.

When the BMW 8 Series goes to market, it will compete with the Mercedes-Benz S-Class Coupe and the Lexus LC 500. Powertrain options remain unknown at this point, but the coupe could borrow engines from the 7 Series, including a 3.0-liter turbo-six, a 4.4-liter twin-turbo V-8, and even a 6.6-liter twin-turbo V-12. M Sport or M Performance variants are also possible. **Kelly Pleskot**

SHINY SHIFTER The iDrive controller used to operate the 8 Series' infotainment system is made from Swarovski glass.

“If there isn’t a waiting list for a car, we’re probably doing it wrong.” SERGIO MARCHIONNE

YOUR SAY P32
READERS TALK BACK

FIRST LOOK

JAW DROPPER BMW boss Harald Krüger said the 8 Series will add “a genuine dream car” to the automaker’s lineup.

Intake

FIRST DRIVE

IS THAT A FLUX CAPACITOR? No, it's not the rebirth of the DeLorean. Karma is a new company named after the car from a few years ago.

Karma Revero Back to the future

First off, don't call it a Fisker. That company's assets were bought by a Chinese company. The new company is called Karma Automotive, and its identical-looking car is called Revero.

The Revero is a rare thing—an electric vehicle with a range-extending internal combustion engine. It can be "filled" with both gasoline (9.5 gallons) and electricity, but it uses gasoline solely to generate electricity, supplying juice to a battery pack and/or to power electric motors that in turn move the vehicle, just like a diesel locomotive.

Under the Revero's impossibly long, low hood lies a GM-sourced 2.0-liter turbocharged four-cylinder engine that produces a maximum 235 horsepower and 258 lb-ft of torque. The Revero's battery with a 21.4-kW-hr capacity runs down the centerline of the car in what would appear to be the car's prop-shaft tunnel. Two AC permanent magnet synchronous traction motors provide a combined 403 hp and 981 lb-ft of torque for propulsion.

Charging the lithium-ion batteries using the car's onboard 6.6-kW charger through a typical household outlet will take 10 hours. At Level 2 (240 volts at 32 amps), that time drops to 3 hours, 45 minutes. A Level 3 (480 volts at 110 amps) off-board 40-kW DC/DC quick charging station, similar to a Tesla Supercharger, reaches 80 percent of battery capacity in just 24 minutes. Although cool looking, the Revero's solar-panel roof trickle-charges at an infinitesimal

The Revero is a rare thing—an electric car with a range-extending internal combustion engine.

THE REAL OC We attended a press event in Laguna Beach, California, where the Karma Revero looked right at home.

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[1]Always pay careful attention to the road, and do not drive while distracted. See Owner's Manual for further details, and important limitations.
[2]Driver Assistance features are not substitutes for attentive driving. See Owner's Manual for further details, and important limitations.
[3]Always obey local speed and traffic laws.
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Intake

FAMILIAR LOOKS The exterior and interior styling are largely unchanged from the Fisker Karma of 2012, but the methods and materials have changed.

RAYS The Revero even gets a little charge from sunlight with its solar roof.

0.2-kW rate. The EPA says that with 9.5 gallons of gasoline and a fully charged battery, the Revero can travel 32 miles as an EV then an additional 188 miles on the gasoline generator for a total range of 220 miles.

There are three drive modes to choose from: Stealth (pure EV), Sustain (where the generator allows you to use the EV mode later in your drive from the clear suburbs into a crowded city), and Sport (EV plus generator, or "gimme all you got").

Acceleration is linear but nowhere near the Tesla Model S P100D's slingshot effect. When *Motor Trend* tested the mechanically identical 2012 Fisker Karma, it ran 0–60 in 6.0 seconds in Sport mode and 7.1 seconds in Sustain mode. We figure it will need a second or two more in Stealth mode.

When we got to some twisting country roads, we found the Revero able to initiate and sustain crisp turns, but there's definitely a sense of weight in the car. The front/rear control-arm suspension and beefy anti-roll bars do a good job of keeping the body motions in check. We prodded the throttle very hard in one corner and caused the rear tires to howl in a mini slide. The massive brakes are sourced from Brembo, and the regen feature has three levels of deceleration to choose from, so there's plenty of grip, control, and fun to be had even with the Revero's road-hugging weight. Wind and tire noise was kept to a minimum with thorough sound deadening.

Inside, the Revero is impeccably tailored, trimmed, and well appointed, with leather sourced from the highly regarded Bridge of Weir in Scotland and a quick-acting 10.2-inch touchscreen-only infotainment system that dusts the Cadillac CUE system. The 12.3-inch-wide multiconfigurable driver display is impressive, but it falls short of Audi's benchmark virtual cockpit. An eight-speaker audio system with Bluetooth connectivity has three USB charging ports (two 2-amp, one 1-amp). On the safety front, the Karma has eight airbags and a lane departure warning system. NHTSA has not yet crash tested a Revero.

At a $131,400 base price, the Karma Revero has some pretty high zoot luxury sedan neighbors, such as the Aston Martin Rapide, Maserati Quattroporte, and Porsche Panamera. Our drive in swanky Laguna Beach prompted dozens of questions from bystanders. It's an intriguing, alluring, and unique luxury grand tourer that just might take us back to the future. **Chris Walton**

NO LIGHTWEIGHT The 5,400-pound Revero rides down the highway with the silent serenity of a Bolt EV and the road-crushing weight of an F-150.

FIRST DRIVE

Chevrolet Equinox 2.0T

The spanking-new 2018 Chevrolet Equinox made a good first impression when we drove its 1.5-liter powertrain. It has a responsive chassis and sleek looks. But it's undone by a six-speed automatic that returned middling performance.

The latter is a snap to fix: tick the order box marked 2LT on either the middle LT or top-drawer Premier trim level. Doing so adds 0.5-liter to the turbo-four and three ratios to the transaxle. This harnesses an extra 82 horses and 59 lb-ft of torque and magnifies the transmission's leverage considerably.

The juicier powertrain will drop 0–60 times by an estimated 2.0 seconds from the 9.2 we measured on the 1.5-liter six-speed (comparing front-drive models). Anyone with a cargo hold full of gear will appreciate the relative ease with which the 2.0-liter Equinox leaps around semis on a two-lane road.

There are a couple curious quirks to this transmission. The overall ratio in first gear is much taller than in the six-speed—a likely hedge against torque steer, which is a good thing for most drivers. The other is the crazy close spacing between second and third gears; you'll use one or the other but seldom both during any given acceleration run.

The $2,395 upcharge on a front-drive LT includes a 3,500-pound trailering package, 18-inch wheels, and dual exhaust. The upcharge is $4,340 on an LT with AWD, but it includes safety warning systems, vented eight-way seats, and heated rear seats. This power team makes a good crossover great.

Frank Markus

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Intake
Kia Stinger GT Track Drive

IMPRESSIVE The Stinger GT was good enough that we could go flat-out on the Nürburgring having never driven the car or the track.

Kia hopes its 2018 Stinger GT can place the brand in the same conversation as established German luxury brands—so much so that it invited us to drive an early-build model around the notorious Nürburgring.

I discovered the Stinger GT to feel purposefully heavy and solid, pressed into the ground by an unseen hand and making the best use of the grip it affords. At roughly 3,800 pounds in rear-drive form, my loaded-up Stinger could lose a little weight, but it manages the weight it has well.

The adjustable dampers do a commendable job of controlling body motions and allowing the car to lean rather than flop on its outside tires. Weight transfers smoothly while mid-corner bumps are absorbed without upset. Predictably for a street car, mild to moderate understeer is provoked by carrying too much speed into a corner.

Although not the greatest electric power steering on the market, it is the best Kia has ever produced. Information transmitted to the thick steering wheel from the front tires is muted, but it's there, and it tells you what's happening with enough detail to allow you to respond.

The rear wheels stayed planted despite trail braking, a heavy right foot, and the vagaries of the Green Hell. Some credit goes to the suspension geometry, but much is earned by the mechanical limited-slip differential. The Michelin Pilot Sport 3 tires displayed impressive grip and were quick to recover from understeer when steering lock is reduced. The Brembo brakes (standard on the GT) never faded during five all-out laps with almost no cool-down periods—including haul downs from nearly 155 mph.

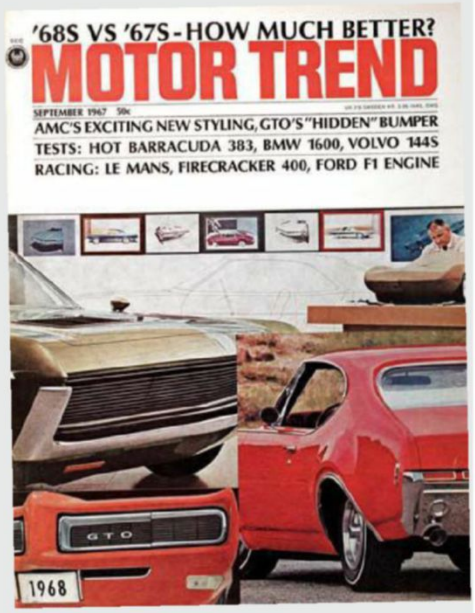
I prefer the rear-drive model over the all-wheel-drive system, which uses an electronically controlled center clutch, open differentials, and brake-actuated torque vectoring. All-wheel drive erases steering feel and adds 155 pounds to the nose, exacerbating understeer on corner entry. The 365-hp, 376 lb-ft twin-turbocharged V-6 is strong despite some turbo lag at corner exit—it hits 60 mph in a claimed 4.9 seconds. An in-house eight-speed automatic is equal to the industry standard ZF eight-speed, but the paddles' slow response means it's almost better to let the tranny shift for itself.

The Stinger is Kia's first-ever rear-drive sport sedan, so placing it in the automotive world can be difficult. Prices will range from $30,000 to around $50,000. **Scott Evans**

FOR MORE
A full-length review can be read at MotorTrend.com.

From the *Motor Trend* Archive...

REARVIEW


'68S VS '67S-HOW MUCH BETTER?
MOTOR TREND
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TESTS: HOT BARRACUDA 383, BMW 1600, VOLVO 144S
RACING: LE MANS, FIRECRACKER 400, FORD F1 ENGINE
GTO
1968

50

SEPT 1967
PRICE: $0.50
We must've been stretched for ideas by the time our September 1967 issue went to press; for the third issue in a row, we previewed the new models for 1968 and compared them to the 1967 models currently on showroom floors. That said, we did at least have the time to leave the continent and test the new BMW 1600 and Volvo 144S.

30

SEPT 1987
PRICE: $2.50
Exotic, Erotic Corvettes. We'll leave the rest to your imagination. We also had a 7.5-liter V-8 "machine that goes, corners, and stops with surprising sharpness," the $115,000 1987 Vogue RV.

10

SEPT 2007
PRICE: $4.99
Our September 2007 cover featured the second-generation Cadillac CTS. We fell in love with the CTS during our drive in Europe, and just a few issues later we christened it our 2008 Car of the Year.

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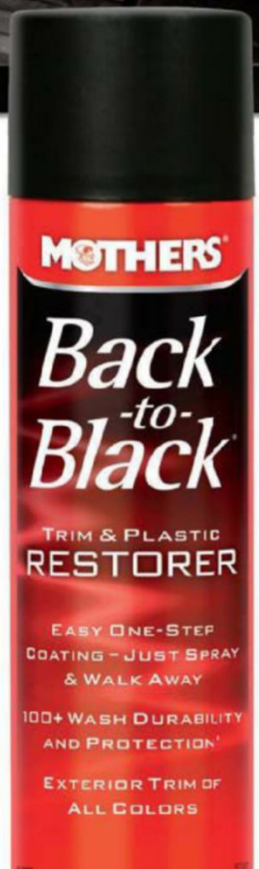


Intake

Hyundai Kona A Korea-spec taste

Full disclosure: Our first drive of the all-new 2018 Hyundai Kona subcompact SUV lasted about eight minutes and was of a Korean-spec vehicle. Still, that was enough time to notice the steering's heft, which pegs this as a more mature cute-ute player than, say, the Nissan Juke and Toyota C-HR.

Our mini test drive included some uneven surfaces and crowned roadways. The suspension sopped it up fairly well, but those settings could change for the U.S. market.

The base engine is a 147 hp, 132 lb-ft 2.0-liter four-cylinder—on par with the Honda HR-V (141 hp) and Toyota C-HR (144 hp). However, the preproduction models we drove, which could take on the Jeep Renegade, had an upmarket 175-hp, 195-lb-ft 1.6-liter turbo-four mated to a seven-speed dual-clutch transmission. All-wheel drive is optional on all trim levels. The Kona has Sport, Normal, and Eco driving modes, which change the torque distribution and gearshift settings. But Eco will not be offered in the U.S.—to avoid people unwittingly leaving it in that setting and complaining that the vehicle is underpowered.

FIRST DRIVE

CHANGES IN THE STATES We expect steering to get softer and suspension to get stiffer for the U.S.

The base SE still requires a key in the ignition, rides on 16-inch wheels, and has cruise control, Bluetooth, and a 7.0-inch floating infotainment screen. Step up to the SEL for push-button start, 17-inch wheels, roof rails, and safety systems such as blind-spot warning and rear cross-traffic alert.

Limited and Ultimate trim levels have the turbocharged engine and seven-speed transmission, 18-inch wheels, leather seats, a power sunroof, and LED headlamps and taillights. Ultimate also offers rear parking sensors, lane keep assist, rain-sensing wipers, an 8.0-inch navigation screen, and a wireless charging pad. Lacking at all trims: adaptive cruise control, a heated steering wheel, or ventilated seats.

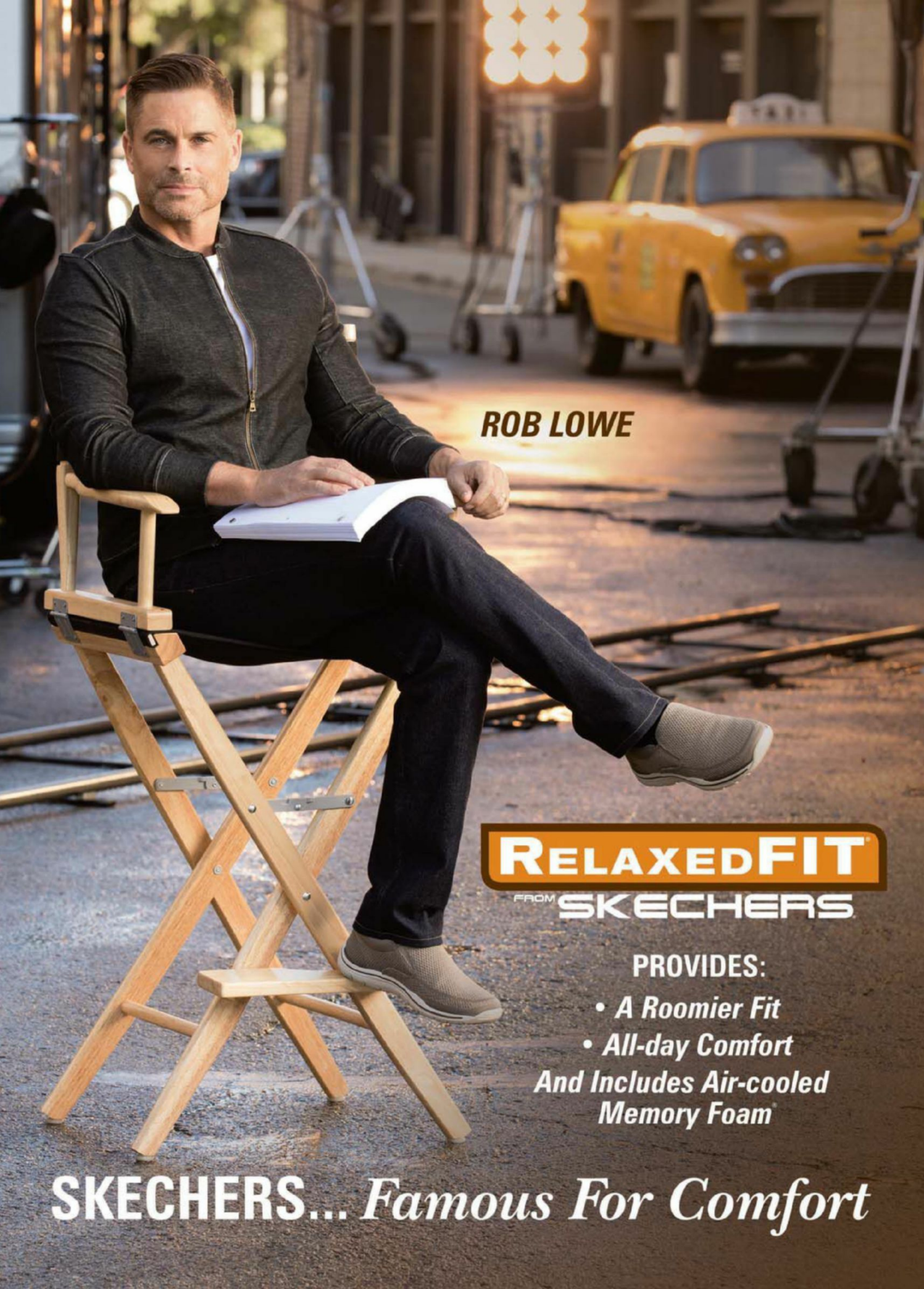
HIGHLIGHTS Lime green accents add a nice touch, but they only come if you order the lime green exterior.

The head-up display is projected onto a "combiner," an 8.0-inch screen that pops up to show speed, cruise control, directions, and fuel level warnings.

We watched a Kona endure a 35-mph crash test, and its "body armor" cladding stood up remarkably well as the metal and glass around it took a beating.

Designed at Hyundai's Irvine, California, studio, the Kona carries a raked windshield and a shark-fin C-pillar. A latecomer to the segment, Kona seems to have incorporated bits and pieces from some of the offerings that have come before it. Maximizing interior space seems to have been a priority.

The Kona will arrive in showrooms in March. Pricing has not been disclosed, but officials say it will be competitive with others in the segment and less than the Toyota C-HR, so figure $20,000–$23,500. **Alisa Priddle**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We Say...

Mark Rechtin
REFERENCE MARK

Bona Fides Does a car company need a car guy for a CEO?

With the ouster of Mark Fields as CEO of Ford Motor Co., the howls came quick from the enthusiast crowd regarding his replacement: former Steelcase chief Jim Hackett. But was the outrage well placed?

Aside from a few years on Ford's board and a short stint parked at Ford's mobility services subsidiary, Hackett has no car industry experience. Purists herald this as the beginning of the end of Ford. What's next? Bringing in filing cabinet brand managers to oversee the rebirth of the Bronco? We might as well put a stake through the heart of the GT and GT350R, right? Not so fast.

Consider that none of the past four CEOs of Ford—Hackett, Fields, Alan Mulally, and company scion Bill Ford himself—have been car guys. Sure, they might appreciate groovy sheetmetal and roaring horsepower, but none was an automotive engineer, line worker, product planner, or designer. (Caveat: Mulally was an aeronautical and astronautical engineer by education and trade.)

Fields might have been a Ford lifer, but he was no car guy. He was a marketing and turnaround type who escalated up the food chain because he knew how to work a boardroom and create compelling narratives backed with reams of spreadsheets.

He also benefited from some fortunate timing, such as leading Mazda when product geniuses Phil Martens and Martin Leach were creating great vehicles such as the original Mazda3. At Ford of Europe, Fields arrived just as previous CEO Nick Scheele and manufacturing hard man David Thursfield had made dramatic changes to the company's structure.

But Fields also approved the fantastic Zoom-Zoom marketing campaign that put Mazda in the heads of many car shoppers. And he shepherded Ford's big-bucks product spend on the latest F-Series pickups. (The Super Duty versions won the Motor Trend 2017 Truck of the Year award.) Even though Fields made plenty of good calls, he mostly was booted for his inability to charm Wall Street and for the occasional conference room throw down. Neither wins over stockholders or the board.

Back to Hackett. Does a guy with short experience in the car biz hurt Ford? Hardly. Sure, the experience of Home Depot's Bob Nardelli at Chrysler and Bausch & Lomb's Ron Zarrella at GM shows the damage that can be done when newbies get in over their heads in the endlessly complicated automotive field.

But Mulally's tenure at Ford was a winning one, and he knew little about cars upon his arrival. Ford was in shambles coming out of the recession—it was spared bankruptcy's scythe only by mortgaging the family jewels a couple years before the market crashed. Mulally knew about the complexity of building jetliners and quickly discovered that building cars was even harder.

And that was the most important thing: Mulally knew what he didn't know and surrounded himself with the right folks who knew the right stuff. Mulally wasn't threatened by car guys—he embraced them. Ford surged.

There also is the example of Nissan savior Carlos Ghosn, whose prior career was largely spent at Michelin, not a car company. The popular narrative of him is as *le cost killer*, but Ghosn's first big decision at Nissan was to resurrect the Z.

Let us not forget that car guy credentials aren't necessarily a recipe for success, either. Numerous automakers have suffered from bad bets based on product guys' wishful thinking and overzealous spending on vehicles that had no business being built.

So don't be too quick to trumpet the death of Ford as a builder of compelling products just because the new boss came from office furniture.

Hackett would do well to follow Mulally's example and surround himself with a new generation of whiz kids. He has plenty of top-flight car guys surrounding him. He just needs to know whom to listen to and whom to trust when it comes time to make big product decisions. ■

None of the past four Ford CEOs — Jim Hackett, Mark Fields, Alan Mulally, and company scion Bill Ford himself — have been car guys.

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We Say...

Frank Markus
TECHNOLOGUE

Electric Avenues Smart roads might serve as off-board EV range extenders

The end of range anxiety? The key to lighter, more affordable electric cars? An impossibly expensive infrastructural pipe dream? Wireless EV charging through the road might prove to be all of the above, but on a stormy day in May, it also proved to be something else: technically feasible. On that day, at a 100-meter-long demonstration track located on a former French Army proving ground near Paris, two electrified Renault Kangoo vans each managed to draw 20 kW of electricity from inductive charging pads in the road while traveling at 65 mph. That's enough to cover propulsion and climate control loads while lightly charging the batteries. (At lower speeds, there's more charging.)

Wireless and telecom giant Qualcomm developed the technology based on its Halo static inductive charging system, which works when a vehicle is parked. Halo mounts laptop-size pads to the vehicle undercarriage and floor. The system steps grid power up to 800-plus volts DC. When the pads align, the system establishes an AC magnetic field alternating at 85 kilohertz. The vehicle side then converts this back to DC battery voltage (often 400 volts). The space between the pads is like a weak microwave oven, so the static systems feature object detection—shutting off if Fluffy slinks under the car or if something metal blows onto the pad. This is not future fantasy; this system is an expected option on the next-generation plug-in hybrid Mercedes-Benz S-Class.

Inductive charging rates can be tailored to specific applications—3.7 kW for PHEVs all the way up to 250 kW for large buses. Efficiency of the energy transferred across the pads is above 90 percent; additional system losses occur in the voltage conversions (just as with wired chargers), and there are more of these on the dynamic system.

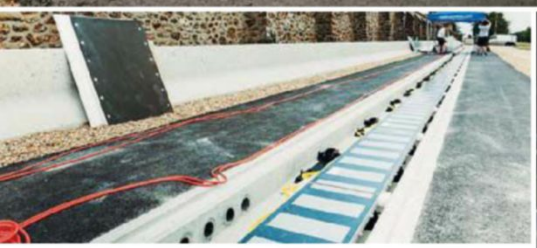
Dynamic wireless charging works the same way except with a vehicle in motion and zillions of the floor pads centered in the roadway lanes. Qualcomm's demo roadway has four independently powered 25-meter "stubs" consisting of 14 base-array network (BAN) blocks coupled magnetically into a backbone cable. Communications gear verifies vehicle identification for billing, and then the BAN blocks energize sequentially, switching on within 3 milliseconds of vehicle detection and switching off right after the vehicle passes. This roadway can deliver 20 kW to two vehicles traveling at highway speeds, if they're about 25 meters apart and centered in the lane within an 8.0-inch span. The track could conceivably charge additional closer-spaced vehicles but at a lower rate so as not to overtax any stub. The demo Kangoos each carry two 10-kW receiver pads, one at the front and rear, operating across a 6.8-inch gap to the base plates.

This project targeted a total charging system efficiency of 80 percent at speed and is reportedly close to achieving that goal. But the team also acknowledges that the effective working gap between the pads and vehicle undercarriage will need to be much greater than 6.8 inches to allow for an asphalt layer above the pads and typical SUV/CUV ground clearances of 7 or 8 inches. (Mechanically lowering a vehicle's receiver pads is not an option due to the risk of striking an object.)

Qualcomm hopes to broadly license its static charger technology so that a large fleet of inductively chargeable vehicles might spur infrastructure investment. Strategically fitting certain arterial urban roadways and inter-urban interstate stretches could allow EV batteries to shrink without inciting range anxiety.

It'll cost less than $1,000 for the vehicle gear. Roadway cost predictions haven't been shared, but tolling and energy billing will offset some costs. I'm not holding my breath for rollout of inductive roadways, but the tech seems appropriate for a ride-shared, fully autonomous future; it's the easiest, most efficient way for robo-EVs to recharge themselves. I'd sooner invest in electric avenues than a national network of hydrogen stations. ■

MONEY SHOT
Alterations to the Renault Kangoo are cheap by comparison with the cost of imbedding the inductive chargers in the road.



MIKE CONNOR

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Former Ferrari boss Luca di Montezemolo routinely proclaimed the company would never build a sedan or an SUV. But with Sergio Marchionne at the helm, Maranello insiders are learning to never say never. Rumors out of Italy suggest a Ferrari sedan and SUV are both under discussion, and this time it's for real. Hot tip is the SUV is the favored option, as the market for sedans—even ones with glamorous badges—is cooling fast. If it gets the green light, the Ferrari SUV will likely be based on the platform and all-wheel-drive hardware of the next-gen FF. With Rolls-Royce, Aston Martin, and Lamborghini now following Bentley and Porsche into the SUV business, there's an air of inevitability about Ferrari joining the party.

Mercedes-Benz is betting big on plug-in hybrids. Stuttgart product planners increasingly see the plug-in hybrid as the powertrain concept most capable of delivering consumers the performance and range they want and the zero-emissions electric drive they will need in city centers. Key hardware elements behind the strategy are the new EVA2 electric vehicle architecture previewed by the EQ concept, a scalable battery pack, and a new 2.0-liter four-cylinder gas engine. The idea is the engine will drive the front wheels, and electric motors will drive the rears. With up to 400 hp said to be available from the new four-banger and 200 hp per electric motor on tap, top-spec Benz plug-in hybrids will deliver V-8 and V-12 levels of performance.

Kia's new Sorento will be the first Hyundai/Kia/Genesis product to use the group's all-new SUV platform. All the new SUVs built on this platform will be more fun to drive than current models, promises Albert Biermann, the former BMW M boss who came to Hyundai Motor Group to oversee the Korean automaker's driving dynamics. Biermann also says the new fun-to-drive character will extend to the next-gen Veloster—unlike the current car, which drives like a piano.

Wealthy Chinese enthusiasts will not be able to buy the AMG ProjectONE hypercar. The Chinese government regards leadership in automotive battery technology to be so critical it has imposed strict regulations on the batteries allowed in EVs and hybrids sold in China. For that reason China is the only market where the ProjectONE, which uses advanced Formula 1 battery technology, has not been homologated.

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They Say...

Sergio Marchionne

CEO, FERRARI AND FCA

Interview

Running one automaker would be work enough for most executives. Sergio Marchionne runs two—Fiat Chrysler Automobiles and Ferrari S.p.A. One is an unruly amalgamation of remnants of troubled Italian and American mainstream automakers; the other a custodian of one of the most valuable luxury brands in the world.

Figuring out how to keep FCA viable is undoubtedly Marchionne's biggest challenge, but he's also the man charting a future for Ferrari that's aimed at keeping its profits fat and its products desirable in an era of hybrid sports cars, autonomous vehicles, and increased competition from rivals such as Bentley, Lamborghini, McLaren, and Aston Martin.

FINALI MONDIALI Ferrari CEO Sergio Marchionne was on hand at the Ferrari World Finals at Daytona in December, the first time it has been held in the U.S. The U.S. is Ferrari's largest market.

"I think there's an unexplored space that will allow us to attract even more customers."

Ferrari has long restricted the number of cars it builds, particularly special editions. Do some genuine Ferrari buyers miss out? Yes. We had a couple of guys on the [Geneva show] stand who raked me over the coals because they couldn't get a car. That's the worst thing you can do to a customer, and you feel horrible, but we have to stay disciplined. If we say we are going to make 500 of something, then we make 500. We don't make 700. So we end up pissing off somebody. But we don't like doing that, and we need to rethink it.

How much can you increase production each year? If there isn't a waiting list for a car, we're probably doing it wrong. The problem is the waiting list for some of our cars is so long, people get turned off and they go somewhere else. That's been the biggest advantage for Lamborghini. I have a lot of respect for [Lamborghini CEO] Stefano Domenicali, but a lot of people buy Lamborghinis because they can't get their hands on a Ferrari.

The real question is not whether we increase the number of cars we sell. It's whether we expand the range. I think there's an unexplored space that will allow us to attract even more customers than we are currently attracting to the brand and give them something to drive.

The car I've had the most difficulty with is the California. It is the one I have hardest time seeing as a full-blown Ferrari. We need to recognize there is space for the California. But the way in which we currently interpret the California may not be right. We just have to make sure whatever we do is not something Ferrari would not do.

Why is Ferrari developing a new hybrid vehicle architecture? The objective for us is to combine both the combustion engine and an electric motor to get the highest possible performance. It's only two years away.

Will we see a turbocharged Ferrari V-12? Oh, don't bring that up. I just finished having a pissing contest with the head of engines on this thing. He told me I was absolutely nuts. So the answer is no. The V-12 will be naturally aspirated. With hybrid assistance. The Superfast will not be the last Ferrari V-12 road car.

The U.S. presidential election and Britain's vote to leave the EU have been seen as a backlash against globalization. Is this a problem for the auto industry? We—the business leadership and political leadership—are all guilty of not having been able to prove to citizens at large the fact their lives would have been much worse had we not had global trade.

I think we now need to live with the downside, as I don't think we can stop it. The problem is we write very long-dated checks: When we decide to do something in 2017, it will not be visible until 2020. It's going to cost us in capital, and we are going to become less efficient as we try and get out of this mess. But it's here to stay. **Angus MacKenzie**

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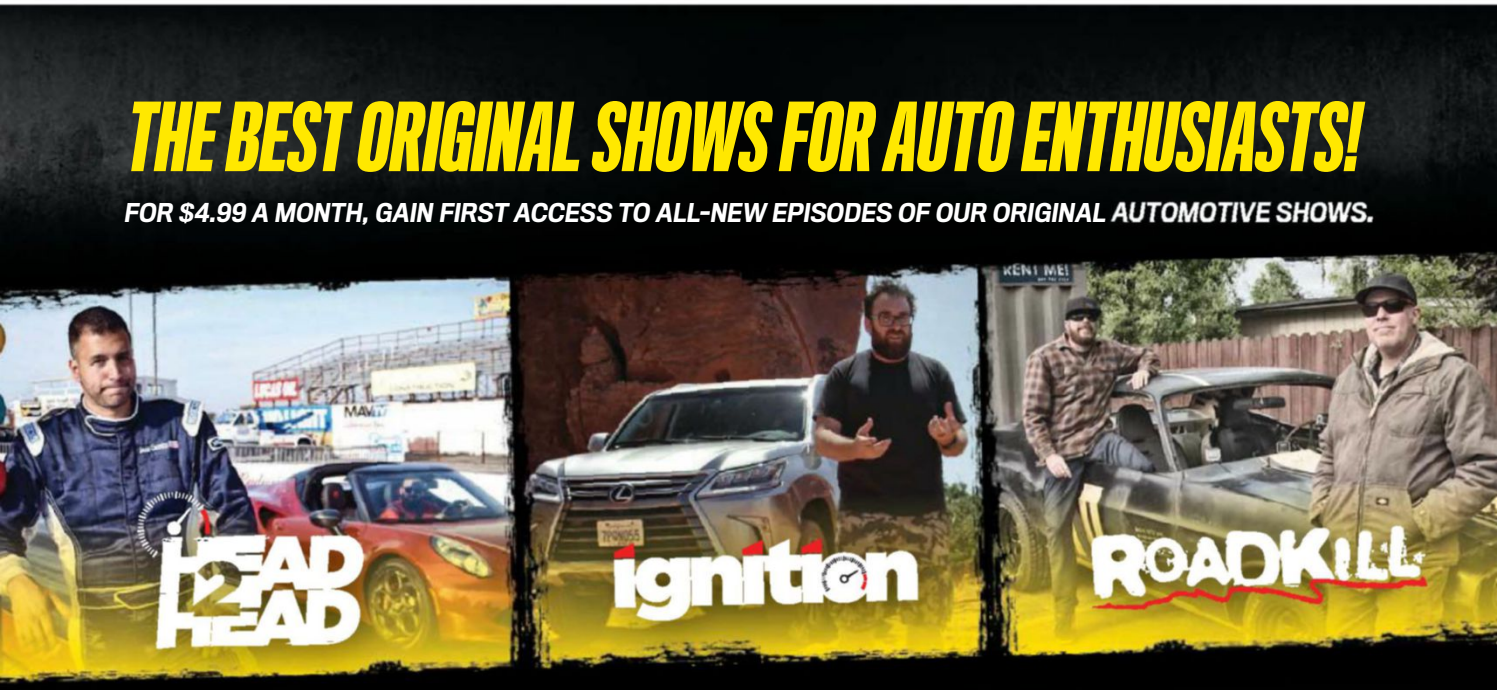
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READERS' THOUGHTS ON PAST ISSUES

The worth of a reputation

Thank you for the great article on the best compact luxury sport sedan for $399/month ("The $399 Lease-Deal Special," June), which is an article that many can really relate to, as opposed to another read on million-dollar supercars. However, as a BMW aficionado, I noticed the conspicuous omission of the (newly named) BMW 330i with the turbocharged 2.0-liter engine. For years BMW was the target of other manufacturers until it lost its way and sold its passion and soul for selling volume. Despite that fact, I would have greatly been interested in how the BMW stacked up against the competition, especially since BMW purportedly had sharpened up its handling after getting trounced in so many comparison tests. What were you all thinking in not including the BMW?

KEN WONG
BURLINGAME, CALIFORNIA

What we were thinking was something like this: "BMW was the target of other manufacturers until it lost its way." When the 3 Series earns its way back into the mix, we'll include it in comparisons like this. Its past reputation is enough to get it considered—and it was—but its performance didn't even make the first cut of the competition.—Ed.

In the early '80s, I bought an Alfa GTV-6, new. It looked great, sounded great, and drove well. Topped off by the wooden steering wheel and gear shift, the day it was delivered was the second-happiest day of my motoring life. After four years, three head gaskets, many other issues with brakes and transmission, and 39,000 miles, I sold it to another who was as blinded as I was. That was the happiest day of my motoring life.

If you have AAA and no need to depend on the Alfa for transportation (and factory support), have a great time.

FRED PRITIKIN
VIA EMAIL

We got a lot of letters and emails like this one, calling out Alfa Romeo's reputation or questioning the electrical issues we had after the testing concluded.—Ed.

Much is being made of Alfa's past lack of reliability. Back in the day I had a 1750 GTV, and our car group included an Elan, various MGB or C models, a V-8 Corvair conversion, an Alpine Tiger, and others. The Alfa had the reliability of a truck compared to most. It only stranded me once, when the (Bosch) fuel pump died.

I autocrossed the GTV and drove it hard. Eventually I had to rebuild the engine but for good reason. Compared to other cars in our group, I'd drive it anywhere without much concern. The Elan owner didn't go to the beach without a good tool kit and never dared a long trip.

If we're questioning Alfa reliability, why is Audi's poor reputation forgotten? Recent J.D. Power surveys indicate Audi has improved to only a bit above average today. Now, as then, the Alfa is a more involving driving experience than most cars. Some things are worth it.

CHARLIE MCLAREN
WHITEHORSE, YUKON

We also got a lot of letters like this one, countering the reputation argument with personal stories of unbelievable driving experiences. What it came down to for us was that the Giulia, in both base and Quadrifoglio forms, was simply the best car to drive. We don't know if the problems we experienced were isolated incidents or representative of broader issues. All we can say definitively is that the Alfa is a blast behind the wheel.—Ed.

There are five reasons that the only car worth considering in your June 2017 comparisons the Audi A4. They are November, December, January, February, and March. Maybe it does not snow or ice in Southern California, but it sure does in the other two-thirds of the country.

All-wheel drive with four snow tires gets you anywhere, and the Audi is the only AWD car on your list. Slipping, sliding, and spinning out are not my idea of luxury.

PETER BOUMAN
BRACKNEY, PENNSYLVANIA

Very rarely will we end a comparison test with the conclusion that everyone should go out and buy the winner. We do try to keep consumer interests in mind, but we understand the endless factors that can come into play. That's why we led with "when everything's equal" and ended with "if it were our money." If the second-place Audi better suits your needs, we certainly won't try to tell you you're wrong. It's also a great car.—Ed.

The First Best Handling Car

Come on. So Rearview is a nice little monthly feature. However, in your June issue, you say, "but the real news for June 2007 was our first-ever Best Handling Car competition, the predecessor for our Best Driver's Car competition." Cool. But what car won? Don't make me look it up.

TOM MAKEEVER
JACKSONVILLE, FLORIDA

We just assume everyone has a garage full of old magazines like we do. But if you misplaced that particular issue, the winner was the Porsche 911 GT3.—Ed.

READERS ON LOCATION

Back in January, we got an email with a simple question: "How can I order your magazine in bulk so we can hand them out to underprivileged children?" Three months later, SMILES FOR MILES, a Tulsa, Oklahoma-based nonprofit aimed at using automotive enthusiasm as a vehicle to get kids to read, held its inaugural car show for kids. About 140 kids got to sit in their dream rides and received *Motor Trend* subscriptions. A second car show was held in June. For more information, head to smilesformiles.us.

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NEW CARS 2018-2019

Words Michael Cantu, Zach Gale, Stefan Ogbac, and Jason Udy

Get your search on Discover what's new for all your favorites

KEY	ALL-NEW	MAJOR	MINOR	UNCHANGED	DISCONTINUED
	An addition to an automaker's lineup	Significant sheet metal redesign, powertrain, and/or feature changes	Midcycle updates, minor powertrain, or feature changes	Minor trim or package changes, new colors	Vehicle is going out of production

5M five-speed manual
6A six-speed automatic
6-sp auto-cl man six-speed auto-clutch manual

7-sp twin-cl auto seven-speed twin-clutch automatic **FWD** front-wheel drive
AWD all-wheel drive **RWD** rear-wheel drive

NHTSA and IIHS safety data is derived from recent model years.

IntelliChoice five-year retained value data might apply to common vehicle variants, not an average of all model variants.

★estimated

Acura ILX

Base Price $29,500* **Body Type** Sedan

UNCHANGED After its extensive 2016 refresh, we don't expect any significant changes to the 2018 Acura ILX. An optional A-Spec package adds a sporty bodykit, 18-inch wheels, and suede seat inserts. Although a 2016 ILX A-Spec we tested wasn't as quick as some of its competitors, we liked the smooth engine and transmission and the quiet and well-appointed cabin. We expect Android Auto and Apple CarPlay to join the option list soon. **Also Consider** Mercedes-Benz CLA-Class, Audi A3, Buick Regal.

Base Engine 2.4L/201-hp/180-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 8-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 25/35 MPG* 0-60 MPH: 6.2 SEC • Acura's attempt to lure millennials.

Acura NSX

Base Price $158,000* **Body Type** Coupe

UNCHANGED Don't expect major changes for the 2018 Acura NSX for its sophomore year. After five years of concepts and teasing, the Acura NSX arrived for the 2017 model year as a plug-in hybrid supercar. Power comes from a twin-turbo V-6 and three electric motors. Drive modes include EV, Sport, Sport Plus, and Track, and we recommend the optional Michelin Pilot Sport Cup 2 tires for serious track time. **Also Consider** Nissan GT-R, Mercedes-AMG GT, Porsche 911, Audi R8, McLaren 570S.

Base Engine 3.5L twin-turbo V-6 + 3 elec motors, 573-hp/476-lb-ft
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 9-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 50%

EPA ECON CITY/HWY: 21/22 MPG* 0-60 MPH: 3.1 SEC • A true hybrid supercar.

Acura RLX

Base Price $56,000-$61,500* **Body Type** Sedan

UNCHANGED The Acura RLX has been on the market since the 2014 model year, but we don't expect major changes for the flagship sedan. It's a slow seller, but the RLX offers lots of features and tech. The comprehensive AcuraWatch suite of active safety tech is standard, and the optional Advance package includes a 14-speaker Krell audio system. The three-motor hybrid system in the RLX Hybrid Sport uses similar technology as the NSX supercar. **Also Consider** Lincoln Continental, Cadillac XTS, Infiniti Q70.

Base Engine 3.5L/310-hp/272-lb-ft V-6
Opt Engine 3.5L V-6 + 3 elec motors, 377-hp/341-lb-ft
Drivetrain Front-engine, FWD/AWD
Transmission 6A; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value: 35%

EPA ECON CITY/HWY: 20-29/30 MPG* 0-60 MPH: 5.1-5.8 SEC • Luxury, technology, and safety in a stealthy package.

Acura TLX

Base Price $33,950-$45,750 **Body Type** Sedan

MINOR The 2018 Acura TLX gets a face-lift and a new V-6 A-Spec model with black and red interior choices, a body kit, 19-inch wheels, and revised steering and suspension tuning. The automaker's suite of active safety tech is now standard across the line. The revised infotainment system is faster and gains Android Auto and Apple CarPlay. Two naturally aspirated engine options remain, including a 206-hp 2.4-liter I-4 and a 290-hp 3.5-liter V-6. **Also Consider** BMW 3 Series, Audi A4, Buick Regal.

Base Engine 2.4L/206-hp/182-lb-ft I-4
Opt Engine 3.5L/290-hp/267-lb-ft V-6
Drivetrain Front-engine, FWD/AWD
Transmission 8-sp twin-cl auto; 9A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 20-23/29-33 MPG 0-60 MPH: 5.9-7.2 SEC* • The value-packed compact luxury sport sedan.

Alfa Romeo 4C

Base Price $57,500-$67,500* **Body Type** Coupe

UNCHANGED Alfa added a new Alpine premium audio system option and the Giallo Prototipo Yellow exterior color on the 4C Coupe last year. Don't expect much to change for 2018; the car is essentially a limited-production weekend toy with minimal creature comforts compared to more mainstream sports cars. The 237-hp 1.7-liter turbo-four and six-speed twin-clutch gearbox will likely remain as the only powertrain choice. **Also Consider** Chevrolet Corvette, Porsche 718 Cayman/Boxster, Jaguar F-Type.

Base Engine 1.7L/237-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 6-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 24/34 MPG 0-60 MPH: 4.0 SEC • The purist's Italian sports car.

Alfa Romeo Giulia

Base Price $39,000-$74,000* **Body Type** Sedan

UNCHANGED Launched as a 2017 model, the Alfa Romeo Giulia is one of the best-driving compact luxury sport sedans available. For 2018, expect the sedan's powertrains to carry over, including a 280-hp 2.0-liter turbo-four and a 505-hp 2.9-liter twin-turbo V-6 in the Quadrifoglio model. Giulias with both engines have won recent *Motor Trend* comparisons. New exterior colors might be the only additions to the Giulia lineup for the 2018 model year. **Also Consider** Mercedes-Benz C-Class, Audi A4, Cadillac ATS.

Base Engine 2.0L/280-hp/306-lb-ft turbo I-4
Opt Engine 2.9L/505-hp/443-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 17-24/24-33 MPG 0-60 MPH: 3.9-5.1 SEC • The handling benchmark among compact luxury sport sedans.

*estimated

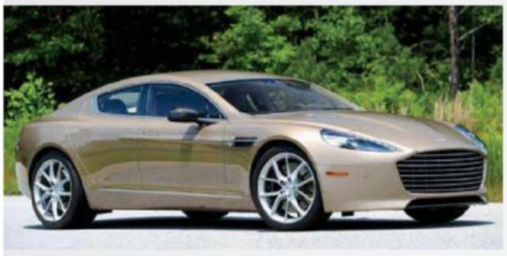
Aston Martin DB11

Base Price $202,320-$219,320 **Body Type** Coupe, conv*

MAJOR Following the debut of the DB11 Coupe, Aston Martin will likely add a softtop called the DB11 Volante. Expect the 600-hp 5.2-liter twin-turbo V-12 and eight-speed auto to carry over. A new twin-turbo V-8 sourced from Mercedes-AMG has been added for 2018 as the new base engine for the DB11. All 2018 DB11 models come with a standard hands-free trunk. Blind-spot warning is a new option. **Also Consider** Rolls-Royce Wraith/Dawn, Lexus LC, Mercedes-Benz S-Class.

Base Engine 4.0L/503-hp/498-lb-ft twin-turbo V-8
Opt Engine 5.2L/600-hp/516-lb-ft twin-turbo V-12
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 15-17/21-24 MPG* 0-60 MPH: 3.8-4.5 SEC* • The most gorgeous grand tourer extant.



Aston Martin Rapide S

Base Price $207,775-$209,825 **Body Type** Hatchback

UNCHANGED The Shadow Edition was added to the Rapide S lineup for the 2017 model year. It features additional standard features, including a Performance package that bumps the car's power to 565 hp. Three exterior colors and three interior choices will be available on the Shadow Edition. The standard Rapide S continues unchanged, and the Performance package is available as an option. **Also Consider** Bentley Flying Spur, Porsche Panamera, Rolls-Royce Ghost.

Base Engine 5.9L/552-565-hp/465-lb-ft V-12
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 14/21 MPG 0-60 MPH: 4.2 SEC* • The four-door sports car for the 1 percent.

Aston Martin Vanquish

Base Price $298,000-$316,000* **Body Type** Coupe, conv

MINOR The base Vanquish has been discontinued, leaving the Vanquish S as the only model left once the special edition Zagato models are sold out. Aston Martin has given the car a revised suspension, an updated front fascia with a new Vulcan-inspired carbon-fiber splitter and diffuser, an updated transmission, and a power bump to 580 hp, thanks to larger inlet manifolds and the quad exhaust system. **Also Consider** Ferrari GTC4Lusso, Audi R8, Lamborghini Huracán.

Base Engine 5.9L/580-hp/465-lb-ft V-12
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 13/21 MPG 0-60 MPH: 3.8 SEC* • Classiness and pace in a svelte, timeless package.

Aston Martin Vantage

Base Price $192,000-$206,500* **Body Type** Coupe, conv

UNCHANGED With the discontinuation of the Aston Martin V8 Vantage, the only model left is the V12 Vantage S. The limited edition V12 Vantage S with a seven-speed manual is sold out. Expect the next Vantage to feature a Mercedes-AMG-sourced V-8 as the base engine and the DB11's V-12 to be available. Aston's seven-speed automated manual will likely be replaced by the ZF-sourced eight-speed automatic. **Also Consider** Mercedes-AMG GT, Porsche 911, Nissan GT-R.

Base Engine 5.9L/563-568-hp/457-465-lb-ft V-12
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 7-sp auto-cl manual
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 12/18 MPG 0-60 MPH: 4.1 SEC • The luxury sports car for those averse to clinical precision.

Audi A3

Base Price $32,925-$55,000* **Body Type** Sedan, conv, hatch

MAJOR The biggest news is the new-for-the-U.S. RS 3 sedan with a 400-hp 2.5-liter turbo I-5 engine mated to a seven-speed dual-clutch transmission. Last year, the base front-drive A3 saw a 2.0-liter turbo replace the 1.8-liter as the base engine. Regular A3 models are available in sedan or cabriolet form, and the A3 e-tron plug-in hybrid is hatchback only. Heated front seats are standard. Trims and option packages are revised. **Also Consider** Acura ILX, Mercedes-Benz CLA-Class, Infiniti QX30.

Base Engine 2.0L/186-hp/221-lb-ft turbo I-4
Opt Engine 2.0L/220-hp/258-lb-ft turbo I-4; 2.0L/292-hp/280-lb-ft turbo I-4; 1.4L turbo I-4 + elec motor, 204-hp/258-lb-ft; 2.5L/400-hp/354-lb-ft turbo I-5
Drivetrain Front-engine, FWD/AWD
Transmission 6-sp twin-cl auto; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value: 42%

EPA ECON CITY/HWY: 19-26/26-35 MPG*; 83 MPG-E 0-60 MPH: 3.8-7.6 SEC* • Audi's sport compact sedan and affordable cabriolet.

Audi A4

Base Price $36,975-$52,375 **Body Type** Sedan, wagon

MAJOR After a 2017 redesign, the Audi A4 gains standard heated front seats and revised trims. The redesigned Audi S4 sport sedan arrives for 2018 packing a more powerful 354-hp 3.0-liter twin-turbo V-6 in place of the previous generation's supercharged engine. An A4 ultra model features a 190-hp 2.0 liter with front-drive, and the lifted A4 Allroad crossoverlike wagon uses the A4 2.0T sedan's 252-hp 2.0 liter. **Also Consider** BMW 3 Series, Mercedes-Benz C-Class, Alfa Romeo Giulia.

Base Engine 2.0L/190-hp/236-lb-ft turbo I-4
Opt Engine 2.0L/252-hp/273-lb-ft turbo I-4; 3.0L/354-hp/369-lb-ft turbo V-6
Drivetrain Front-engine, FWD/AWD
Transmission 6M; 7-sp twin-cl auto, 8A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 21-25/30-34 MPG 0-60 MPH: 4.4-6.5 SEC* • Latest German tech known for its available all-wheel drive.

*estimated

Audi A5

Base Price $43,775-$63,275 **Body Type** Coupe, conv, hatch

MAJOR After nearly a decade on the market, the 2018 Audi A5/S5 coupe and cabriolet are redesigned. The automaker is also bringing the A5/S5 Sportback four-door hatchback to the U.S. for the first time. A5 models feature a 252-hp 2.0-liter turbo I-4, and S5 models get a 354-hp 3.0-liter twin-turbo V-6. A new chassis, revised styling, and Audi's latest lighting, infotainment, driver assistance, and active safety tech is new. **Also Consider** BMW 4 Series, Mercedes-Benz C-Class, Lexus RC.

Base Engine 2.0L/252-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/354-hp/369-lb-ft turbo V-6
Drivetrain Front-engine, AWD
Transmission 6M; 7-sp twin-cl auto, 8A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 20-24/29-34 MPG 0-60 MPH: 4.4-7.0 SEC* • **The redesigned 2018 Audi A5 and S5 offer more of everything.**

Audi A6

Base Price $50,675-$72,875 **Body Type** Sedan

MINOR The A6 sedan's Premium package gains MMI navigation plus and Audi advanced key, the Premium Plus package gains standard LED headlights and full LED interior lighting, and the Prestige package gains a top-view camera. A Competition package features black exterior details, red brake calipers, 20-inch alloy wheels with summer tires, and a sport suspension. At the top of the lineup is the S6, powered by a 450-hp V-8. **Also Consider** BMW 5 Series, Mercedes-Benz E-Class, Jaguar XF.

Base Engine 2.0L/252-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/340-hp/325-lb-ft s'chg'd V-6; 4.0L/450-hp/406-lb-ft twin-turbo V-8
Drivetrain Front-engine, FWD/AWD
Transmission 8A; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 18-25/27-34 MPG 0-60 MPH: 3.8-6.0 SEC* • **A more stylish German luxo-barge.**

Audi A7

Base Price $70,675-$114,875 **Body Type** Hatchback

UNCHANGED After a 2017 refresh, changes for the Audi A7/S7/RS 7 hatchback will likely be minimal, but we expect a new 3.0-liter turbocharged V-6 to replace the supercharged unit soon. Last year, Audi added the A7 3.0T Competition and RS 7 Performance models with more power over the standard A7 3.0T and RS 7. With its stylish profile and rear hatchback, the A7 swallows more cargo space than many competitors. **Also Consider** BMW 6 Series Gran Coupe, Mercedes-Benz CLS-Class, Porsche Panamera.

Base Engine 3.0L/340-hp/325-lb-ft s'chg'd V-6
Opt Engine 4.0L/450-hp/406-lb-ft twin-turbo V-8; 4.0L/560-605-hp/516-533-lb-ft twin-turbo V-8
Drivetrain Front-engine, AWD
Transmission 8A; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 15-21/25-29 MPG* 0-60 MPH: 3.3-4.7 SEC • **Much more than "just" an A6 hatchback.**

Audi A8

Base Price $83,475-$116,875 **Body Type** Sedan

UNCHANGED A new 3.0T Executive package adds 20-inch wheels, active safety tech, a head-up display, vented and massaging front seats and heated rear seats, a panoramic sunroof, and more. The new 4.0T Executive Plus package includes power lumbar rear seats with ventilation and massage. A Black Optic package adds 20- or 21-inch wheels and black detailing to the Sport Style exterior package. **Also Consider** BMW 7 Series, Jaguar XJ, Mercedes-Benz S-Class.

Base Engine 3.0L/333-hp/325-lb-ft s'chg'd V-6
Opt Engine 4.0L/450-hp/444-lb-ft twin-turbo V-8; 4.0L/605-hp/517-533-lb-ft twin-turbo V-8
Drivetrain Front-engine, AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 37%

EPA ECON CITY/HWY: 15-19/24-29 MPG* 0-60 MPH: 3.5-5.8 SEC • **One of the sportiest full-size premium luxury sedans.**

Audi R8

Base Price $167,450-$196,950 **Body Type** Coupe, conv

MINOR LED headlights with Audi laser light are standard on the 2018 Audi R8 Plus coupe and optional on the V10 coupe and V10 Spyder. Other changes include Audi's smartphone interface, revised exterior trim colors and badging, an Audi Sport puddle light logo, and black exterior trim and details. We expect the new 610-hp R8 Spyder V10 Plus model to reach our shores soon, as well. **Also Consider** Lamborghini Huracán, Mercedes-AMG GT S, Acura NSX.

Base Engine 5.2L/540-hp/398-lb-ft V-10
Opt Engine 5.2L/610-hp/413-lb-ft V-10
Drivetrain Mid-engine, AWD
Transmission 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 49%

EPA ECON CITY/HWY: 14/22 MPG 0-60 MPH: 2.6-3.2 SEC • **The poor billionaire's Lamborghini Huracán.**

Audi TT

Base Price $44,925-$65,875 **Body Type** Coupe, convertible

MAJOR The high-performance Audi TT RS returns for 2018 packing 400 hp from its turbocharged I-5 engine. All TT/TTS/TT RS models come standard with the Audi virtual cockpit (a 12.3-inch digital instrument cluster) for a minimalist interior design. Options include a 680-watt 12-speaker Bang & Olufsen audio system and smartphone integration. The TT Roadster is only offered with the base engine. **Also Consider** Mercedes-Benz SLC, Porsche 718 Boxster/Cayman.

Base Engine 2.0L/220-hp/258-lb-ft I-4
Opt Engine 2.0L/292-hp/280-lb-ft I-4; 2.5L/400-hp/354-lb-ft turbo I-5
Drivetrain Front-engine, AWD
Transmission 6-sp twin-cl auto; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 19-23/27-30 MPG 0-60 MPH: 3.6-5.6 SEC* • **A grand touring coupe or roadster for two.**

*estimated

Bentley Continental GT

Base Price $205,000-$270,000* **Body Type** Coupe, conv

MAJOR The next-generation Bentley Continental GT will make its debut at the 2017 Frankfurt auto show riding on the MSB platform shared, with the new Porsche Panamera. Engine choices should include a new 4.0-liter twin-turbo V-8 and a revised twin-turbo W-12 with more power. Expect the new Continental GT's proportions to change due to the new platform. The new car should also be lighter. **Also Consider** Rolls-Royce Wraith, Mercedes-Benz S-Class Coupe, Ferrari GTC4Lusso.

Base Engine 4.0L/550-hp/567-lb-ft twin-turbo V-8*
Opt Engine 6.0L/650-hp/664-lb-ft twin-turbo V-12*
Drivetrain Front-engine, AWD
Transmission 8-sp twin-cl auto*
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 14-18/21-27 MPG* 0-60 MPH: 3.4-4.2 SEC* • The Continental GT gets more potent.

Bentley Flying Spur

Base Price $193,000-$250,000* **Body Type** Sedan

UNCHANGED Other than possible special editions, don't expect many changes to the 2018 Flying Spur. Last year Bentley added the Flying Spur W12 S, which comes with an upgraded 626-hp 6.0-liter twin-turbo W-12, making it the most powerful Flying Spur money can buy. In addition to the added power, Bentley also revised the car's suspension for improved handling without sacrificing comfort. **Also Consider** Rolls-Royce Ghost, Aston Martin Rapide S, Mercedes-Maybach S560.

Base Engine 4.0L/500-521-hp/487-502-lb-ft twin-turbo V-8
Opt Engine 6.0L/616-626-hp/590-605-lb-ft twin-turbo V-12
Drivetrain Front-engine, AWD
Transmission 8A
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 12-14/20-24 MPG 0-60 MPH: 4.3-5.1 SEC* • Luxury and speed for those who want something a little less flashy.

Bentley Mulsanne

Base Price $310,500-$407,000* **Body Type** Sedan

MINOR Last year, Bentley gave the Mulsanne a significant update with the addition of a long-wheelbase variant. The Mulsanne Hallmark Series by Mulliner has been introduced with metal veneer, metallic leather, and silver or gold metallic hide lining in the cabin. Only 50 units of the Mulsanne Hallmark Series will be built. They will feature a silver or gold hood ornament depending on the variant. **Also Consider** Rolls-Royce Phantom, Mercedes-Maybach S650, Aston Martin Rapide S.

Base Engine 6.8L/505-hp/752-lb-ft twin-turbo V-8
Opt Engine 6.8L/530-hp/811-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 11/17-18 MPG 0-60 MPH: 5.0-5.2 SEC • Exclusivity with a healthy dose of torque.

BMW 2 Series

Base Price $35,795-$54,495 **Body Type** Coupe, convertible

MINOR The 2018 2 Series lineup gets a revised front fascia, standard LED headlights, new alloy wheel designs, and an updated dash design with a new instrument panel. A new interior upholstery color, Cognac, has been added. The engines carry over and come paired to either manual or automatic gearboxes. The high-performance M2 now features an overboost function, which increase torque to 369 lb-ft for a short time. **Also Consider** Mercedes-Benz CLA-Class, Audi A3, Ford Mustang.

Base Engine 2.0L/248-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/335-365-hp/343-369-lb-ft turbo I-6
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 18-24/26-35 MPG 0-60 MPH: 4.2-5.0 SEC • Small, potent, and packed with old-school BMW DNA.

BMW 3 Series

Base Price $35,895-$66,495 **Body Type** Sedan, wagon, hatch

MINOR A new Shadow Sport Edition package has been added and comes with two-tone 18-inch alloy wheels, a black kidney grille, LED headlights with black inserts, a sport leather steering wheel, and aluminum dark carbon trim with Pearl Gloss chrome highlights. The next generation of the BMW 3 Series is just around the corner and could bring the car back to form as the class benchmark. **Also Consider** Alfa Romeo Giulia, Mercedes-Benz C-Class, Audi A4.

Base Engine 2.0L/180-hp/200-lb-ft turbo I-4
Opt Engine 2.0L/248-hp/258-lb-ft turbo I-4; 3.0L/320-hp/330-lb-ft turbo I-6; 2.0L/180-hp/280-lb-ft t'diesel I-4; 3.0L/320-444-hp/406-lb-ft twin-turbo I-6; 2.0L turbo I-4 + elec, 248-hp/310-lb-ft
Drivetrain Front-engine, RWD/AWD
Transmission 6M*; 8A*; 7-sp twin-cl auto*
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 17-31/24-43 MPG; PHEV: 30 MPG COMBINED*; EV RANGE: 14 MILES* 0-60 MPH: 4.3-7.1 SEC • The original sport sedan.

BMW 4 Series

Base Price $43,195-$75,895 **Body Type** Coupe, conv, hatch

MINOR In addition to a stiffer suspension on the BMW 4 Series Coupe and Gran Coupe and standard LED headlights, the 2018 4 Series lineup receives an updated iDrive infotainment system with a touchscreen and a new multifunction display option, which changes based on the drive mode. The BMW M4 gets a new CS variant with 454 horsepower and 442 lb-ft of torque plus an adaptive suspension and active differential tuned for that model. **Also Consider** Lexus RC, Audi A5, Mercedes-Benz C-Class.

Base Engine 2.0L/248-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/320-hp/330-lb-ft turbo I-6; 3.0L/425-454-hp/406-442-lb-ft twin-turbo I-6
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 16-24/22-34 MPG 0-60 MPH: 3.8-5.5 SEC • More than a two-door version of the 3 Series.

*estimated

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BMW 5 Series

Base Price $52,395-$98,000* **Body Type** Sedan

MAJOR The new BMW 5 Series gains new variants, including the potent M550i xDrive and the 530e plug-in hybrid, for the 2018 model year. The M5 sedan will return with at least 600 horsepower, a performance-tuned all-wheel-drive system with a rear-drive-only mode, adaptive suspension, an active differential, and multiple driving modes to choose from. The next BMW M5, however, will only come with an automatic. **Also Consider** Mercedes-Benz E-Class, Jaguar XF, Lexus GS.

Base Engine 2.0L/248-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/335-hp/332-lb-ft turbo I-6; 4.4L/456-hp/480-lb-ft twin-turbo V-8; 2.0L turbo I-4 + elec, 248-hp/310-lb-ft; 4.4L/600-hp/516-lb-ft twin-turbo V-8*
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 15-24/24-34 MPG; PHEV: 28-29 MPG COMBINED; EV RANGE: 15-16 MILES 0-60 MPH: 3.0-6.0 SEC* • Performance and luxury.

BMW 6 Series

Base Price $70,695-$125,295 **Body Type** Conv, sedan, hatch

MINOR In addition to the Gran Coupe and convertible body styles from the current-generation 6 Series, a new hatchback called the Gran Turismo joins the lineup this year. The only engine option in the 6 Series Gran Turismo is BMW's new 335-hp 3.0-liter turbo I-6 paired exclusively to an eight-speed automatic and available only with all-wheel drive. A new-generation 6 Series lineup should arrive soon, slotting below the upcoming 8 Series coupe. **Also Consider** Mercedes-Benz CLS-Class, Lexus LC, Audi A7.

Base Engine 3.0L/315-335-hp/332-lb-ft turbo I-6
Opt Engine 4.4L/445-600-hp/480-590-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 14-22/20-29 MPG* 0-60 MPH: 3.3-4.9 SEC • BMW's grand tourer blends power and luxury.

BMW 7 Series

Base Price $84,095-$157,695 **Body Type** Sedan

UNCHANGED Last year saw three new variants to the 7 Series lineup: the 740e xDrive plug-in hybrid and two high-performance models, the Alpina B7 xDrive and the M760i xDrive. The head-up display and Active Driving Assistant are available as stand-alone options for the 740i and 740e xDrive or as part of the new Driving Assistance package. On the 750i and Alpina B7, the Driving Assistance package comes with the Active Driving Assistant. **Also Consider** Mercedes-Benz S-Class, Lexus LS, Audi A8.

Base Engine 3.0L/322-hp/332-lb-ft turbo I-6
Opt Engine 4.4L/443-600-hp/479-590-lb-ft twin-turbo V-8; 2.0L turbo I-4 + elec, 322-hp/369-lb-ft; 6.6L/601-hp/590-lb-ft twin-turbo V-12
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 37%

EPA ECON CITY/HWY: 13-21/20-29 MPG; PHEV: 27 MPG COMBINED; EV RANGE: 14 MILES 0-60 MPH: 3.6-5.4 SEC* • A full-size luxury sedan full of tech.

BMW 8 Series

Base Price $120,000-$160,000* **Body Type** Coupe

ALL-NEW Nearly 20 years after being discontinued, the 8 Series returns as a car that looks to elevate consumers' opinions on the BMW brand. The 8 Series, which will also be offered as an M8, will target six-figure cars from Mercedes and Bentley and will feature beautiful styling toned down from the 8 Series concept shown here. Don't be surprised to see convertible and Gran Coupe variants. A plug-in hybrid is possible. **Also Consider** Mercedes-Benz S-Class Coupe, Bentley Continental GT, Aston Martin Vantage.

Base Engine 4.4L/443-hp/479-lb-ft twin-turbo V-8*
Opt Engine 6.6L/601-hp/590-lb-ft twin-turbo V-12*
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 15-19/21-27 MPG* 0-60 MPH: 3.3-4.5 SEC* • 2, 4, 6, and now 8—will buyers appreciate the stylish new coupe?

BMW i3

Base Price $44,595-$48,445 **Body Type** Hatchback

UNCHANGED Last year, the BMW i3 received a larger 33-kW-hr lithium-ion battery, enabling up to 114 miles on a single charge or 180 miles with the optional two-cylinder range extender that now comes with a larger fuel tank. Not much is expected to change for the 2018 model other than new exterior colors and possibly some packaging updates to keep the i3 competitive with the growing segment of alternative propulsion vehicles. **Also Consider** Chevrolet Bolt EV, BMW 330e iPerformance, Honda Clarity.

Base Motor 170-hp/184-lb-ft electric
Opt range-ext engine 38-hp/41-lb-ft I-2
Drivetrain Rear-motor, RWD
Transmission 1A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 29%

EV RANGE: 81-180 MILES PER CHARGE 0-60 MPH: 6.4-7.0 SEC • The quirky, luxurious, and environmentally friendly city car.

BMW i8

Base Price $144,395 **Body Type** Hatchback, convertible*

MAJOR A convertible variant is expected to join the lineup when it receives its refresh for the 2018 model year. In addition to some exterior styling tweaks, the plug-in hybrid sports car is expected to receive a power bump to 372 hp and more electric-only range courtesy of a larger 10-kW-hr battery pack. Three special editions, the Protonic Dark Silver, Protonic Frozen Black, and Protonic Yellow will also join the lineup for 2018. **Also Consider** Mercedes-AMG GT, Lexus LC 500h, Maserati Gran Turismo.

Base Engine 1.5L turbo I-3 + elec, 372-hp/420-lb-ft*
Opt Engine None
Drivetrain Mid-engine, AWD
Transmission 6A*
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 28 MPG COMBINED*; EV RANGE: 14 MILES* 0-60 MPH: 3.8 SEC • Grabs attention for its style, not environmental friendliness.

*estimated

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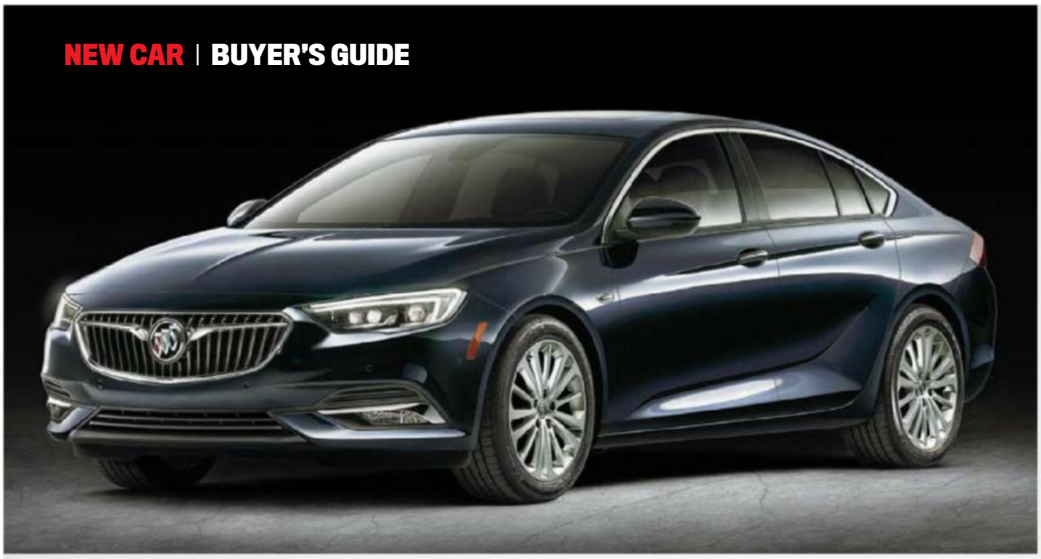

Base Engine 2.0L/250-hp/260-lb-ft turbo I-4
Opt Engine 2.0L/250-hp/295-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD
Transmission 8A; 9A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 39%

Buick Regal **Base Price** $30,500-$35,000* **Body Type** Hatchback, wagon

MAJOR The Regal is a sedan no more. The lineup now includes hatchback and wagon body styles based on the European Opel Insignia. The Sportback is offered in FWD and AWD, but the Outback-like wagon is AWD only. Both are powered by a 2.0-liter turbo-four that produces 250 hp and 260 lb-ft of torque with FWD or 295 lb-ft with AWD. The Regal will be available with an active hood pedestrian safety system and front automatic braking. **Also Consider** Acura TLX, Subaru Outback, Volvo V60 Cross Country.

EPA ECON CITY/HWY: 19-21/27-30 MPG* 0-60 MPH: 6.1-6.4 SEC* • **Buick transforms its family sedan.**

BMW Z5

Base Price $50,000-66,500* **Body Type** Convertible

ALL-NEW Under development as part of a joint venture with Toyota, the BMW Z5 will replace the current Z4 (pictured). Unlike the outgoing Z4, which features a retractable hard top, the Z5 will use a soft top to cut weight and minimize complexity. Expect BMW's current crop of turbocharged engines to find their way under the hood of BMW's next-generation roadster along with an updated eight-speed automatic gearbox. **Also Consider** Audi TT, Porsche 718 Boxster, Mercedes-Benz SLC-Class.

Base Engine 2.0L/248-hp/258-lb-ft turbo I-4*
Opt Engine 3.0L/335-hp/369-lb-ft turbo I-6*
Drivetrain Front-engine, RWD
Transmission 6M*; 8A*
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 19-23/27-33 MPG* 0-60 MPH: 4.5-5.3 SEC* • **BMW reimagines its roadster.**

Buick Cascada

Base Price $34,000* **Body Type** Convertible

MINOR The four-seater is one of the last remaining convertible-only models in today's market. The Cascada can drop its top in 17 seconds at speeds up to 31 mph. Changes for 2018 might include new entertainment and safety features. The Buick packs a 200-hp 1.6-liter turbo-four. Standard features include a 7.0-inch IntelliLink infotainment screen and heated front seats and steering wheel. **Also Consider** Audi A3 Cabriolet, Volkswagen Beetle convertible, Ford Mustang convertible.

Base Engine 1.6L/200-hp/207-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 38%

EPA ECON CITY/HWY: 20/27 MPG 0-60 MPH: 8.9 SEC • **A convertible-only model with some European flair.**

Buick LaCrosse

Base Price $30,490-$44,350 **Body Type** Sedan

MAJOR The LaCrosse gains a 2.5-liter I-4 with eAssist, a small electric motor that increases power and fuel efficiency, as its new standard engine. Buick will also expand the availability of AWD and the nine-speed automatic transmission for the V-6. It comes standard with front-wheel drive, HID headlights, an 8.0-inch touchscreen, and 18-inch wheels. The LaCrosse is available with automatic emergency braking and was an IIHS 2017 Top Safety Pick. **Also Consider** Nissan Maxima, Lexus ES, Lincoln MKZ.

Base Engine 2.5L I-4 + elec, 194 hp/187 lb-ft
Opt Engine 3.6L/310-hp/268-lb-ft V-6
Drivetrain Front-engine, FWD/AWD
Transmission 6A; 9A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 20-25/29-35 MPG* 0-60 MPH: 6.1-7.3 SEC* • **Aiming at a new demographic with modern styling.**

Cadillac ATS

Base Price $36,000-$62,000* **Body Type** Sedan, coupe

MINOR Cadillac's entry-level model will receive the latest generation of the automaker's CUE infotainment system and an automatic heated steering wheel. The ATS comes standard with a 272-hp 2.0-liter turbo-four engine mated to a six-speed manual or eight-speed automatic. The high-performance ATS-V packs a 464-hp 3.6-liter twin-turbo V-6. Features include Magnetic Ride Control, 4G LTE, and automatic braking. **Also Consider** BMW 3 Series, Mercedes-Benz C-Class, Lexus IS.

Base Engine 2.0L/272-hp/295-lb-ft turbo I-4
Opt Engine 3.6L/335-hp/285-lb-ft V-6; 3.6L/464-hp/445-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 4-5 Stars
IntelliChoice 5-Year Retained Value 37%

EPA ECON CITY/HWY: 16-22/23-31 MPG 0-60 MPH: 3.7-5.7 SEC* • **Cadillac's ATS is a purist, premium compact.**

*estimated

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Cadillac CT6

Base Price $55,090-$89,290 **Body Type** Sedan

MINOR The CT6 will be the first Cadillac to receive the automaker's semi-autonomous driving system, Super Cruise. The addition of the Teen Driver feature, an automatic heated steering wheel, and three new exterior colors are also new for 2018. An eight-speed automatic is paired to the standard 265-hp 2.0-liter turbo-four. The CT6 plug-in has a 2.0-liter turbo-four mated to two electric motors, and it can drive up to 31 miles on electric power. **Also Consider** Mercedes-Benz E-Class, Volvo S90, Audi A6.

Base Engine 2.0L/265-hp/295-lb-ft turbo I-4
Opt Engine 3.6L/335-hp/284-lb-ft V-6; 3.0L/404-hp/400-lb-ft twin-turbo V-6; 2.0L + elec, 335-hp/432-lb-ft turbo I-4
Drivetrain Front-engine, RWD/AWD
Transmission 8A; CVT
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 38%

EPA ECON CITY/HWY: 18-22/26-30 MPG; EV RANGE: 31 MILES 0-60 MPH: 5.0-6.4 SEC* • A high-tech flagship in a more practical size.

Cadillac CTS

Base Price $47,000-$88,000* **Body Type** Sedan

MINOR The latest generation of the CUE infotainment system and an available automatic heated steering wheel are new. The CTS' vehicle-to-vehicle communication (V2V) technology should return as standard. The base 2.0-liter turbo-four produces 268 hp and is paired to an eight-speed automatic. The high-performance CTS-V's supercharged V-8 produces 640 hp. Cadillac's Super Cruise semi-autonomous system should make its way to the CTS for 2018. **Also Consider** BMW 5 Series, Jaguar XF, Lexus GS.

Base Engine 2.0L/268-hp/295-lb-ft turbo I-4
Opt Engine 3.6L/335-hp/285-lb-ft V-6; 3.6L/420-hp/430-lb-ft twin-turbo V-6; 6.2L/640-hp/630-lb-ft s'chg'd V-8*
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 4-5 Stars
IntelliChoice 5-Year Retained Value 38%

EPA ECON CITY/HWY: 14-22/21-30 MPG* 0-60 MPH: 3.8-6.0 SEC • An American midsize premium sedan to take on the world.

Cadillac XTS

Base Price $46,500-$74,000* **Body Type** Sedan

MINOR The XTS has been refreshed for 2018 with new headlights that more closely resemble those of the CTS and CT6. Cadillac says the XTS is now quieter and has an updated chassis, which provides improved ride comfort. Two V-6 engines (304 and 410 hp) and a six-speed automatic return, as does a spacious rear seat and trunk. The XTS offers a 12.3-inch digital gauge cluster and 22-way power adjustable front seats with heat, ventilation, and massage. **Also Consider** Acura RLX, Kia K900, Volvo S90.

Base Engine 3.6L/304-hp/264-lb-ft V-6
Opt Engine 3.6L/410-hp/369-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD
Transmission 6A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 35%

EPA ECON CITY/HWY: 16-18/23-28 MPG 0-60 MPH: 5.3-6.9 SEC • A large, luxurious American sedan that's not too pricey.

Chevrolet Bolt EV

Base Price $37,500-$42,000* **Body Type** Hatchback

UNCHANGED The Chevrolet Bolt EV redefined the affordable alternative-fuel segment with its 238-mile battery range. Featuring a 10.2-inch touchscreen and an updated MyLink infotainment system, the Bolt EV comes with the latest tech and is available with a suite of active safety features. Because the 2017 Car of the Year winner was all-new last year, don't expect major changes other than a few new exterior colors and packaging updates. **Also Consider** Tesla Model 3, Nissan Leaf, BMW i3.

Base Motor 200-hp/266-lb-ft electric
Opt Motor None
Drivetrain Front-motor, FWD
Transmission 1A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 31%

EV RANGE: 238 MILES 0-60 MPH: 6.3 SEC • The game-changing all-electric vehicle.

Chevrolet Camaro

Base Price $27,500-$70,000* **Body Type** Coupe, convertible

MINOR A track-focused variant called the ZL1 1LE has been added to the mostly unchanged Camaro lineup. It has upgrades aimed at improving its performance. For additional grip and downforce, the Camaro ZL1 1LE features a carbon-fiber rear wing, unique air deflectors, and dive planes on the front fascia. The 1LE also features an adjustable suspension, fixed rear seats, and lighter aluminum wheels shod in Goodyear Eagle F1 SuperCar tires. **Also Consider** Ford Mustang, BMW 4 Series, Nissan 370Z.

Base Engine 2.0L/275-hp/295-lb-ft turbo I-4
Opt Engine 3.6L/335-hp/284-lb-ft V-6; 6.2L/455-hp/455-lb-ft V-8; 6.2L/650-hp/650-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD
Transmission 6M; 8A; 10A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 50%

EPA ECON CITY/HWY: 13-22/20-31 MPG 0-60 MPH: 3.5-5.2 SEC • Under the hood, the sound of freedom.

Chevrolet Corvette

Base Price $56,500-$84,500* **Body Type** Coupe, conv

MINOR A limited edition called the Carbon 65 Edition commemorates the Corvette's 65 years in production and will be limited to 650 units combined of Grand Sport and Z06 examples. Other updates include standard 19-inch front/20-inch rear alloy wheels on all models, a Spice Red soft-top option on the convertible, and Spice Red interior upholstery. Carbon-ceramic brakes are now available as a stand-alone option on the Corvette Grand Sport. **Also Consider** Porsche 911, Nissan GT-R, Jaguar F-Type.

Base Engine 6.2L/455-460-hp/460-465-lb-ft V-8
Opt Engine 6.2L/650-hp/650-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD
Transmission 7M; 8A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 51%

EPA ECON CITY/HWY: 13-16/22-25 MPG 0-60 MPH: 3.2-3.9 SEC • America's sports car.

*estimated

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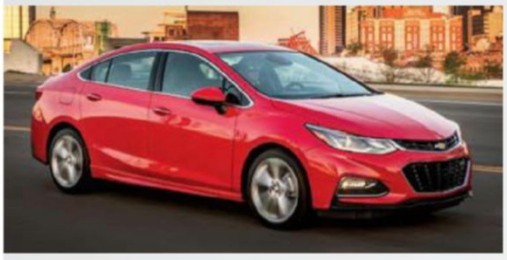

Chevrolet Cruze

Base Price $17,850-$24,820 **Body Type** Sedan, hatchback

MINOR Chevrolet added a diesel-powered Cruze sedan for the 2017 model year, and it is one of the most fuel efficient non-hybrid compact cars available. A hatchback variant was also introduced last year but is limited to the LT and Premier trims. For the 2018 model year, the diesel engine option has been expanded to the more practical Cruze hatchback. It should be available only as a single trim and come with a generous list of standard features. **Also Consider** Honda Civic, Volkswagen Golf, Hyundai Elantra.

Base Engine 1.4L/153-hp/177-lb-ft turbo I-4
Opt Engine 1.6L/137-hp/240-lb-ft t'diesel I-4
Drivetrain Front-engine, FWD
Transmission 6M; 6A; 9A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 28-31/37-52 MPG 0-60 MPH: 8.2-8.7 SEC* • Now one of the leaders in the compact class.

Chevrolet Impala

Base Price $28,770-$37,295 **Body Type** Sedan

MINOR The full-size sedan could see minor updates, including the possible addition of GM's new nine-speed automatic transmission on V-6-powered models and extra optional features for the 2018 model year. New special edition models like the Midnight Edition back in 2016 could also return with unique exterior styling changes, special alloy wheel designs, and unique interior treatments that distinguish them from the rest of the lineup. **Also Consider** Toyota Avalon, Chrysler 300, Kia Cadenza.

Base Engine 2.5L/197-hp/191-lb-ft I-4
Opt Engine 3.6L/305-hp/264-lb-ft V-6
Drivetrain Front-engine, FWD
Transmission 6A; 9A*
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 18-22/28-30 MPG 0-60 MPH: 6.2-8.4 SEC • A solid full-size sedan.

Chevrolet Malibu

Base Price $22,555-$31,850 **Body Type** Sedan

MINOR In addition to a new exterior color, the 2018 Chevrolet Malibu gets a Redline special edition based on the LT trim. Exclusive features include red hash marks, black nameplates with a red outline, black alloy wheels, a blacked-out grille, and black Chevrolet badges. The L, LS, and LT trims get a larger 15.8-gallon fuel tank, the same as the range-topping Malibu Premier, to give them a longer driving range than the previous two model years. **Also Consider** Toyota Camry, Honda Accord, Kia Optima.

Base Engine 1.5L/163-hp/184-lb-ft turbo I-4
Opt Engine 2.0L/250-hp/260-lb-ft turbo I-4; 1.8L I-4 + elec, 182 hp/375 lb-ft
Drivetrain Front-engine, FWD
Transmission 6A; 9A; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 40%

EPA ECON CITY/HWY: 22-49/33-43 MPG 0-60 MPH: 5.7-8.5 SEC • The turbocharged American midsize sedan.

Chevrolet Sonic

Base Price $16,000-$21,000* **Body Type** Sedan, hatchback

UNCHANGED Last year, the Chevrolet Sonic received a major refresh, which included a new front fascia, an updated dash design, an updated MyLink multimedia system with a 7.0-inch touchscreen, and Android Auto and Apple CarPlay integration. For 2018, the Sonic receives black Bow Tie badges with the RS package plus a new Fun and Sun package option, which adds 17-inch alloy wheels, a sunroof, and the optional 1.4-liter turbo-four. **Also Consider** Honda Fit, Ford Fiesta, Toyota Corolla iM.

Base Engine 1.8L/138-hp/125-lb-ft I-4
Opt Engine 1.4L/138-hp/148-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 5M; 6M; 6A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 41%

EPA ECON CITY/HWY: 24-28/34-38 MPG 0-60 MPH: 8.1-9.0 SEC* • Chevrolet's subcompact soldiers on after last year's refresh.

Chevrolet Spark

Base Price $14,000-$17,000* **Body Type** Hatchback

UNCHANGED Late last year, the Chevrolet Spark received a new crossoverlike variant called the Spark Activ, which features a slightly raised suspension, roof rails, round foglights, skidplates, and exterior body cladding. For 2018, the only change to the Spark is the addition of a new exterior color, called Sorbet. The EV variant based on the previous-generation Spark was discontinued after the 2016 model year. **Also Consider** Honda Fit, Mitsubishi Mirage, Nissan Versa.

Base Engine 1.4L/98-hp/94-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 5M; CVT
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 29-30/37-38 MPG 0-60 MPH: 10.7 SEC • GM's entry in the cheap and cheerful segment.

Chevrolet Volt

Base Price $34,500-$38,500* **Body Type** Hatchback

MINOR The base LT trim for the 2018 Chevrolet Volt is available with the Driver Confidence package, which adds rear park assist, blind-spot warning, and rear cross-traffic alert. Not much else has changed except for three new exterior colors. A midcycle refresh should arrive in a year or so and come with new standard and optional features, but don't expect the Volt to receive any major powertrain updates anytime soon because it's still relatively new. **Also Consider** Toyota Prius Prime, Audi A3 e-Tron, Chevrolet Bolt.

Base Engine 149 hp/294 lb-ft elec + 1.5L/101-hp/103-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 27%

EPA ECON: 42 MPG COMBINED; EV RANGE: 53 MILES 0-60 MPH: 7.5 SEC • Conventional sheetmetal for an unconventional powertrain.

*estimated

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Chrysler 300

Base Price $33,500-$47,000* **Body Type** Sedan

MINOR Last year, the 300 received the newest version of FCA's Uconnect infotainment system, which now has Android Auto and Apple CarPlay integration. For 2018, the 300 isn't expected to gain many updates except new exterior colors, additional appearance packages, and possibly another special edition like last year's Alloy Edition, with black Nappa leather, brown contrast stitching, and a blacked-out exterior. **Also Consider** Buick LaCrosse, Toyota Avalon, Chevrolet Impala.

Base Engine 3.6L/292-300-hp/260-264-lb-ft V-6
Opt Engine 5.7L/363-hp/394-lb-ft V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 38%

EPA ECON CITY/HWY: 16-19/25-30 MPG 0-60 MPH: 5.6-6.4 SEC • One of the last full-size mainstream sedans with rear-wheel drive.

Chrysler Pacifica

Base Price $30,200-$46,200* **Body Type** Minivan

UNCHANGED The Pacifica was introduced last year, and it was the first minivan to have a plug-in hybrid variant. Don't expect any changes except for additional exterior colors. The automaker's 3.6-liter Pentastar V-6 should remain standard along with a nine-speed automatic, and the hybrid should continue as an option. The Pacifica Hybrid will remain the most fuel-efficient model even with the added weight from the hybrid powertrain components. **Also Consider** Honda Odyssey, Kia Sedona, Toyota Sienna.

Base Engine 3.6L/287-hp/262-lb-ft V-6
Opt Engine 3.6-liter V-6 + elec, 260 hp
Drivetrain Front-engine, FWD
Transmission 9A; CVT
Seats/Cargo 7-8; 140.5 cu. ft.
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+

EPA ECON CITY/HWY: 18-19/28 MPG; PHEV: 32 MPG COMBINED; EV RANGE: 33 MILES 0-60 MPH: 6.7-7.7 SEC • The minivan kicked up several notches.

Dodge Challenger

Base Price $28,500*-$86,090 **Body Type** Coupe

MINOR The big news for 2018 is the Challenger SRT Demon with its monstrous 808-hp supercharged V-8 engine. Dodge claims the Demon is the first street-legal production car to lift its front tires off the ground and run a sub-10-second quarter mile. We expect minor revisions for Challengers with the 305-hp V-6, 372-hp and 485-hp V-8s, and 707-hp supercharged V-8. With 100-octane fuel, the Dodge Demon makes 840 hp and 770 lb-ft. **Also Consider** Chevrolet Camaro, Dodge Charger, Ford Mustang.

Base Engine 3.6L/305-hp/268-lb-ft V-6
Opt Engine 5.7L/372-hp/400-lb-ft V-8; 6.4L/485-hp/475-lb-ft V-8; 6.2L/707-hp/650-lb-ft s'chg'd V-8; 6.2L/808-hp/717-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 49%

EPA ECON CITY/HWY: 13-19/21-30 MPG* 0-60 MPH: 2.3-6.2 SEC* • Full-size coupe available from moderately to wickedly fast.

Dodge Charger

Base Price $29,500-$69,500* **Body Type** Sedan

MINOR Trim levels for Dodge Chargers with the V-6 are now SXT, SXT Plus, GT, and GT Plus. The SXT Plus with the Super Track package and Leather group adds Nappa/Alcantara performance seats. The Hellcat gets a revised grille and badging and optional Demonic Red Laguna leather with a Gunmetal Gray stripe. Hemi models get new wheel options, and the SRT Hellcat, R/T Scat Pack, and Daytona 392 get optional colored brake calipers. **Also Consider** Chrysler 300, Chevrolet Impala.

Base Engine 3.6L/305-hp/268-lb-ft V-6
Opt Engine 5.7L/372-hp/400-lb-ft V-8; 6.4L/485-hp/475-lb-ft V-8; 6.2L/707-hp/650-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 13-19/22-30 MPG* 0-60 MPH: 3.7-6.6 SEC* • Nuclear power for the nuclear family.

Ferrari 488

Base Price $250,000-$277,000* **Body Type** Coupe, conv

UNCHANGED Ferrari's mid-engine V-8 masterpiece can be had in the hardtop GTB or convertible Spider body styles. Both models come with the same 3.9-liter twin-turbo V-8 that produces 661 hp at 8,000 rpm and 561 lb-ft of torque from just 3,000 rpm. Ferrari says both the hardtop and the convertible model can hit 60 mph in 2.9 seconds. The 488 is fitted with Ferrari's second-gen Side Slip Control system. **Also Consider** Lamborghini Huracán, Porsche 911 Turbo S, McLaren 570S.

Base Engine 3.9L/661-hp/561-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 15-16/22 MPG 0-60 MPH: 2.9 SEC* • With or without a top, it's as fast as it is beautiful.

Ferrari 812 Superfast

Base Price $375,000* **Body Type** Hatchback

MAJOR Replacing the outgoing F12, the Superfast packs a front-mounted 6.5-liter V-12 that produces an impressive 789 hp at 8,500 rpm. The 530 lb-ft of torque is made at 7,000 rpm, but 80 percent is available at just 3,500 rpm. The 812 will be the first Ferrari to utilize electric power steering and will sport version 5.0 of the automaker's Side Slip Control system. Ferrari claims a top speed of more than 211 mph. **Also Consider** Lamborghini Aventador, McLaren 720S, Bentley Continental Supersports.

Base Engine 6.5L/789-hp/530-lb-ft V-12
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 12/16 MPG 0-60 MPH: 2.9 SEC* • The most powerful V-12 ever from Maranello.

*estimated

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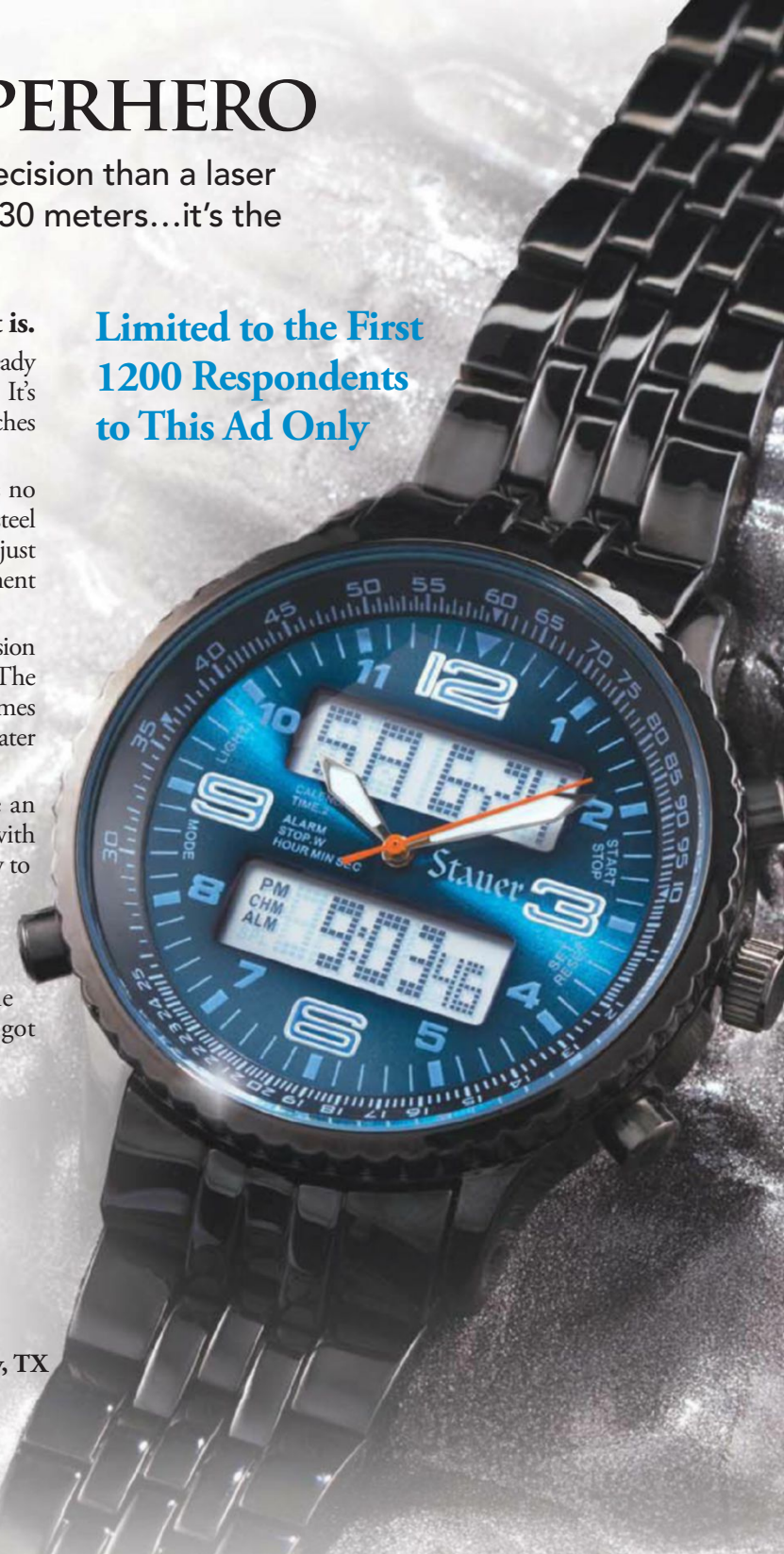

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Ferrari California T

Base Price $203,000* **Body Type** Convertible

UNCHANGED Ferrari's highest-volume model seats four passengers in a pinch and packs a front-mounted 553-hp twin-turbo V-8 paired to a seven-speed twin-clutch auto. The available Handling Speciale package includes stiffer springs, a louder sport exhaust, a faster-shifting seven-speed, and more aggressive magnetic dampers. While at a stop, the top folds down in 14 seconds. **Also Consider** Maserati GranTurismo Convertible, Bentley Continental GT Convertible, Mercedes-AMG SL63.

Base Engine 3.9L/553-hp/557-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 16/23 MPG 0-60 MPH: 3.6 SEC* • **The most affordable Ferrari is a top-down thrill machine.**

Ferrari GTC4Lusso

Base Price $275,000-$305,000* **Body Type** Hatchback

UNCHANGED The GTC4Lusso combines a hatchback body style with four adult-sized seats and AWD. The 680-hp 6.3-liter V-12 propels the Lusso to 60 mph in an estimated 3.2 seconds. A new GTC4Lusso T base model packs a 602-hp twin-turbo V-8 that routes power to the rear wheels, resulting in improved fuel economy. Both models come equipped with four-wheel steering and Side Slip Control. **Also Consider** Bentley Continental GT Speed, Porsche Panamera Turbo, Aston Martin DB11.

Base Engine 3.9L/602-hp/561-lb-ft twin-turbo V-8
Opt Engine 6.3L/680-hp/514-lb-ft V-12
Drivetrain Front-engine, RWD/AWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 12-15/17-21 MPG 0-60 MPH: 3.2-3.5 SEC* • **For when you need a practical supercar that fits four (really!).**

Fiat 124 Spider

Base Price $26,000-$29,500* **Body Type** Convertible

MINOR For the 2018 Fiat 124 Spider, expect minor updates, such as new exterior colors and packaging changes. Sharing its underpinnings with the fourth-generation Mazda MX-5 Miata, the 124 Spider is one of only a handful of small, affordable rear-drive sports cars left. The 124 Spider Abarth with a limited-slip differential, Bilstein shocks, and optional Brembo front brakes recently won a *Motor Trend* shootout of affordable sports cars. **Also Consider** Mazda MX-5 Miata, Subaru BRZ, Toyota 86.

Base Engine 1.4L/160-164-hp/184-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 6M; 6A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 25-26/35-36 MPG 0-60 MPH: 6.3-6.6 SEC • **The turbocharged Italian-Japanese roadster.**

Fiat 500

Base Price $16,000-$34,000* **Body Type** Hatchback, conv

MINOR The Fiat 500 range saw a significant price cut last year, and its lineup was reduced to seven trim levels with the discontinuation of the 500 Turbo hatchback and the Easy grade for both body styles. Don't expect any major improvements to the aging little Fiat, though, save for additional appearance packages. Bright exterior colors should remain, and Fiat could introduce new special edition models with unique styling cues. **Also Consider** Mini Hardtop, Ford Fiesta, Chevrolet Spark.

Base Engine 1.4L/101-hp/97-lb-ft I-4
Opt Engine/motor 1.4L/157-160-hp/170-183-lb-ft turbo I-4; 111-hp/147-lb-ft electric
Drivetrain Front-engine, FWD
Transmission 5M; 6A; 1A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 35%

EPA ECON CITY/HWY: 24-31/32-38 MPG; EV RANGE: 84 MILES 0-60 MPH: 6.7-11.6 SEC • **Pocket-sized retro Italian style and flair.**

Fiat 500L

Base Price $22,000* **Body Type** Hatchback

MINOR Like the recently revealed European-spec model, the North American-spec 2018 Fiat 500L should receive an updated exterior design, a new gauge cluster with a 3.5-inch multi-information display, the latest version of FCA's Uconnect infotainment system with Apple CarPlay and Android Auto, and a larger 7.0-inch touchscreen. The 160-hp 1.4-liter turbo-four paired to a six-speed automatic should remain as the sole powertrain. **Also Consider** Mini Clubman, Kia Soul, Honda HR-V.

Base Engine 1.4L/160-hp/184-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 33%

EPA ECON CITY/HWY: 22/30 MPG 0-60 MPH: 8.6 SEC* • **Polarizing and quirky yet still very Italian.**

Ford C-Max

Base Price $25,500-$31,500* **Body Type** Hatchback

MINOR After a 2017 refresh, don't expect any major changes to the C-Max Hybrid and C-Max Energi plug-in hybrid for 2018. The automaker could revamp the electrified hatchback for longer electric range via new software, a revised eCVT, or even a more power-dense battery pack. Both versions are powered by a 2.0-liter I-4 mated to an electric motor rated 188 hp total. Last year, Ford lowered the base price and added a top-spec Titanium trim. **Also Consider** Toyota Prius, Toyota Prius V, Kia Niro.

Base Engine 2.0L I-4 + elec, 188-hp
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 35%

EPA ECON CITY/HWY: 42/38 MPG; PHEV: 39 MPG COMBINED; EV RANGE: 20 MILES 0-60 MPH: 8.1-8.5 SEC* • **More practical than the Ford Fusion Hybrid.**

*estimated

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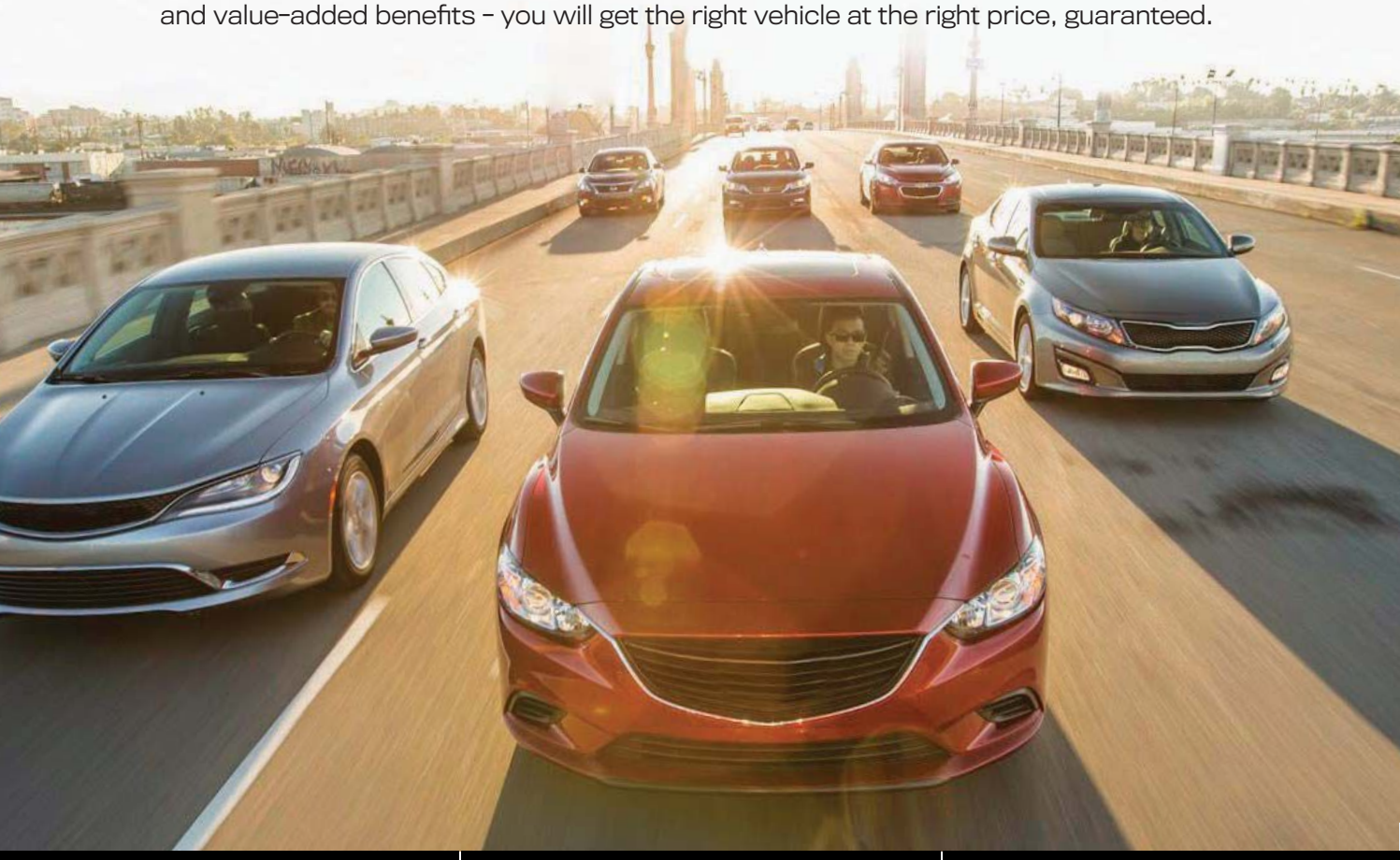

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Ford Fiesta

Base Price $15,000-$22,500* **Body Type** Sedan, hatchback

MAJOR We expect the 2018 Fiesta to get many of the same updates as the European model that was recently revealed. Even though the 1.0-liter EcoBoost I-3 was optional on the outgoing model, it will likely replace the base 1.6-liter I-4 engine. A new 1.5-liter EcoBoost I-3 will replace the 1.6-liter EcoBoost I-4 in the Fiesta ST. Ford also added a larger 8.0-inch touchscreen and new safety features to the option list of the new Euro-spec model. **Also Consider** Chevrolet Sonic, Honda Fit, Nissan Versa.

Base Engine 1.0L/123-hp/125-lb-ft turbo I-3*
Opt Engine 1.5L/200-hp/214-lb-ft turbo I-3
Drivetrain Front-engine, FWD
Transmission 5M; 6A; 6M
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 40%

EPA ECON CITY/HWY: 26-31/33-41 MPG* 0-60 MPH: 6.4-9.5 SEC* • Improvements abound for Ford's smallest car.

Ford Focus

Base Price $18,000-$37,500* **Body Type** Sedan, hatchback

UNCHANGED Changes to the 2018 Ford Focus are limited to four new paint colors: Outrageous Green, Blue Metallic, Hot Pepper Red, and Lightning Blue. Standard models are available as sedan or hatchback and in four trims. The Focus Electric and Focus SE EcoBoost round out the energy-efficient models, and the Focus ST and RS hot hatches offer a more invigorating drive. The all-wheel-drive 350-hp Focus RS features a Drift mode for tail-out fun. **Also Consider** Honda Civic, Mazda3, Chevrolet Cruze.

Base Engine 2.0L/159-160-hp/146-lb-ft I-4
Opt Engine/Motor 1.0L/123-hp/125-lb-ft turbo I-3; 2.0L/252-hp/270-lb-ft turbo I-4; 2.3L/350-hp/350-lb-ft turbo I-4; 143-hp/184-lb-ft electric
Drivetrain Front-engine, FWD/AWD
Transmission 5M; 6M; 6-sp twin-cl auto; 1A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value: 41%

EPA ECON CITY/HWY: 19-30/25-40 MPG; EV RANGE: 115 MILES 0-60 MPH: 4.5-11.0 SEC* • The Focus is available from mild to wild.

Ford Fusion

Base Price $22,995-$39,995 **Body Type** Sedan

UNCHANGED After its 2017 refresh, we don't expect significant changes for the 2018 Fusion. With its 325-hp, 380-lb-ft 2.7-liter twin-turbo EcoBoost V-6, the high-performance Fusion Sport introduced in 2017 is the quickest midsize sedan we've tested. Other engine options include a 2.5-liter I-4, 1.5-liter and 2.0-liter EcoBoost I-4 engines, a hybrid, and an Energi plug-in Hybrid model. Five trim levels are offered from the base S to top-spec Platinum. **Also Consider** Honda Accord, Toyota Camry, Mazda6.

Base Engine 2.5L/175-hp/175-lb-ft I-4
Opt Engine 1.5L/181-hp/185-lb-ft turbo I-4; 2.0L 245-hp/275-lb-ft turbo I-4; 2.7L/325-hp/380-lb-ft twin-turbo V-6; 2.0L + elec 188-195-hp
Drivetrain Front-engine, FWD/AWD
Transmission 6A; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 17-43/26-41 MPG; PHEV: 42 MPG COMBINED; EV RANGE: 22 MILES 0-60 MPH: 5.3-9.1 SEC* • A sporty take on the family sedan.

Ford GT

Base Price $450,000 **Body Type** Coupe

UNCHANGED Ford resurrected its famed Le Mans–winning and Ferrari-trouncing Ford GT, this time with a twin-turbo 3.5-liter V-6 instead of a big V-8. Unlike the Ford GT tribute version of the mid-2000s, the new car is as race-bred as the original. The new GT makes 647 horsepower and 550 lb-ft from its EcoBoost engine and drives the rear wheels via a seven-speed dual-clutch transmission. Options include carbon-fiber wheels and accent colors. **Also Consider** Ferrari 488, Lamborghini Huracán, McLaren 720S.

Base Engine 3.5L/647-hp/550-lb-ft twin-turbo V-6
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/36,000 miles

EPA ECON CITY/HWY: 11/18 MPG 0-60 MPH: 2.8 SEC* • The Ford GT is back and more badass than ever.

Ford Mustang

Base Price $27,500-$65,000* **Body Type** Coupe, convertible

MAJOR The refreshed Mustang gets revised styling, LED lighting, and more active safety tech. The V-6 is dropped, and the 2.3-liter EcoBoost I-4 and new 5.0-liter dual port- and direct-injected V-8 gain power. The six-speed manual has been beefed up, and a new 10-speed auto replaces the six-speed auto. We don't expect many changes to the GT350/R. A new GT500 with a supercharged 5.0-liter and the new injection setup could debut in 2018. **Also Consider** Chevrolet Camaro, Dodge Challenger.

Base Engine 2.3L/320-hp/340-lb-ft turbo I-4*
Opt Engine 5.0L/450-hp/410-lb-ft V-8*; 5.2L/526-hp/429-lb-ft V-8; 5.0L/680-hp/630-lb-ft s'chg'd V-8*
Drivetrain Front-engine, RWD
Transmission 6M; 10A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 51%

EPA ECON CITY/HWY: 12-21/18-30 MPG* 0-60 MPH: 3.3-6.3 SEC* • More power and tech for America's original ponycar.

Ford Taurus

Base Price $29,000-$44,500* **Body Type** Sedan

MAJOR Although Ford hasn't released details on the U.S.-market 2018 Ford Taurus, we expect the full-size sedan to get many of the same updates as the Chinese-market car, including moving to an extended version of the Ford Fusion chassis with a longer wheelbase (112.9 inches vs. 116.1 inches) for more rear-seat space. Engine options could include the F-150's new 3.3-liter V-6, 2.0-liter EcoBoost I-4, and 2.7-liter EcoBoost V-6 for the new SHO. **Also Consider** Chevrolet Impala, Toyota Avalon, Hyundai Azera.

Base Engine 3.3L/295-hp/265-lb-ft V-6
Opt Engine 2.0L/240-hp/270-lb-ft turbo I-4; 2.7L/325-hp/380-lb-ft twin-turbo V-6*
Drivetrain Front-engine, FWD/AWD
Transmission 6A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 16-20/24-29 MPG* 0-60 MPH: 5.2-7.2 SEC* • Full-size body in need of a full-size interior.

*estimated

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Genesis G70

Base Price $36,000-$43,000* **Body Type** Sedan

ALL-NEW With the new G70, the Genesis luxury brand gets smaller and larger at the same time. The G70 rides on the same rear-drive platform as the wildly styled Kia Stinger and will likely be offered with the same engines, including a 255-hp turbo-four and 365-hp twin-turbo-six (with 376 lb-ft of torque). We've seen that V-6 in the executive G90 sedan and large G80, so we're excited to see how it pairs with the smaller G70 four-door, which will offer all-wheel drive. **Also Consider** Kia Stinger, BMW 3 Series, Audi A4.

Base Engine 2.0L/255-hp/260-lb-ft turbo I-4*
Opt Engine 3.3L/365-hp/376-lb-ft twin-turbo V-6*
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles

EPA ECON CITY/HWY: 19-22/26-30 MPG* 0-60 MPH: 4.9-6.5 SEC* • The Genesis brand's most anticipated car yet.

Genesis G80

Base Price $42,725-$60,475 **Body Type** Sedan

MAJOR Genesis introduces the Sport model powered by a 365-hp 3.3-liter twin-turbo V-6 and features a continuous damping suspension system, 19-inch dark alloy wheels, and dark chrome exterior trim with copper-colored accents. All three engine options are now available with RWD or AWD. The G80 comes standard with a suite of advanced driver assist features. The headlights, lower grille, and front and rear fascia were refreshed. **Also Consider** Mercedes-Benz E-Class, Cadillac CTS, Lexus GS.

Base Engine 3.8L/311-hp/293-lb-ft V-6
Opt Engine 3.3L/365-hp/376-lb-ft twin-turbo V-6; 5.0L/420-hp/383-lb-ft V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 15-19/23-27 MPG 0-60 MPH: 5.2-6.3 SEC* • South Korea gets serious about luxury and safety.

Genesis G90

Base Price $69,500-$73,500* **Body Type** Sedan

UNCHANGED The G90 packs a 365-hp 3.3-liter twin-turbo V-6 or a potent 420-hp 5.0-liter V-8 paired to an eight-speed auto. The G90 can be equipped with RWD or AWD and utilizes the automaker's adaptive control suspension with electronic damping. The full-size premium sedan comes standard with a myriad of driver assist safety features including automatic emergency braking with pedestrian detection and a full color head-up display. **Also Consider** Mercedes-Benz S-Class, Audi A8, Lexus LS.

Base Engine 3.3L/365-hp/376-lb-ft twin-turbo V-6
Opt Engine 5.0L/420-hp/383-lb-ft V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 15-17/23-24 MPG 0-60 MPH: 5.0-5.4 SEC • Impressively luxurious with undeniable value.

Honda Accord

Base Price $24,000-$37,500* **Body Type** Sedan, coupe

MAJOR The Accord enters the 2018 model year completely redesigned and ready to battle the also-new Toyota Camry (2017 Accord pictured). Its updated styling might remind you of the Civic sedan. The new car's engine lineup starts with a 1.5-liter turbo-four (CVT or 6M), continues with a 2.0-liter turbo-four (10A or 6M) replacing the V-6, and includes a hybrid. Those who want a midsize plug-in might check out the Clarity Plug-In. **Also Consider** Toyota Camry, Ford Fusion, Chevrolet Malibu.

Base Engine 1.5L/190-hp/179-lb-ft turbo I-4*
Opt Engine 2.0L/270-hp/270-lb-ft turbo I-4; 2.0L I-4 + elec, 215 hp*
Drivetrain Front-engine, FWD
Transmission 6M, CVT, 10A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value: 51%

EPA ECON CITY/HWY: 20-54/30-51 MPG* 0-60 MPH: 5.6-7.6 SEC* • The 10th-generation Honda Accord has arrived.

Honda Civic

Base Price $20,000*-$34,775 **Body Type** Sedan, coupe, hatch

MAJOR The new 205-horsepower Honda Civic Si sedan and coupe variants are powered by a 1.5-liter turbocharged I-4. The finally-in-America Civic Type R hatchback hits the streets with a 306-hp 2.0-liter turbocharged I-4, which sends power to the front wheels via a six-speed manual with active rev matching. But those are small-volume variants compared to the mainstream Civic sedan, coupe, and hatchback, which get few changes for 2018. **Also Consider** Chevrolet Cruze, Mazda3, Hyundai Elantra.

Base Engine 2.0L/158-hp/138-lb-ft I-4
Opt Engine 1.5L/174-180-hp/162-177-lb-ft turbo I-4; 1.5L/205-hp/192-lb-ft turbo I-4; 2.0L/306-hp/295-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 6M; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 50%

EPA ECON CITY/HWY: 22-32/28-42 MPG* 0-60 MPH: 4.7-8.6 SEC* • One of the best drivers in the segment gains sportier variants.

Honda Clarity

Base Price $32,000*-$59,365 **Body Type** Sedan

MAJOR The Honda Clarity Plug-in Hybrid and Clarity Electric join the Clarity Fuel Cell hydrogen car for 2018. Honda says the Clarity plug-in can travel 42 miles on electric power and more than 330 miles with the range-extending gas engine, while the Clarity Electric has an 80-mile range. A 240-volt Level 2 charger can charge the PHEV in 2.5 hours, and a DC fast charger can charge the electric version in 30 minutes. **Also Consider** Toyota Mirai, Hyundai Ioniq, Chevrolet Bolt EV.

Base Motor 174-hp/221-lb-ft electric
Opt Engine/Motor 1.5 I-4 + elec, 181-hp/232-lb-ft; 161-hp/221-lb-ft electric
Drivetrain Front-motor, FWD
Transmission 1A
Basic Warranty 3 years/36,000 miles

EPA ECON: PHEV: 42 MPG COMBINED*; EV RANGE: 42-366 MILES* 0-60 MPH: 7.8-8.0 SEC* • Multiple routes to a greener future.

*estimated

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Base Engine 3.5L/280-hp/262-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 9A; 10A
Seats/Cargo 7-8/140.7-144.9 cu ft
Basic Warranty 3 years/36,000 miles

Honda Odyssey **Base Price** $30,930-$47,610 **Body Type** Minivan

MAJOR With a 280-hp V-6 under the hood and a nine- or 10-speed automatic, the redesigned Odyssey is quick for a minivan. The seven- to eight-seat van has lots of space inside and offers an updated infotainment system on an 8.0-inch screen, an available infotainment system with a 10.2-inch screen and Blu-ray player, adaptive safety tech on almost every trim, and second-row seats that slide forward, backward, and toward the center of the car. **Also Consider** Chrysler Pacifica, Kia Sedona, Toyota Sienna.

EPA ECON CITY/HWY: 19/28 MPG 0-60 MPH: 6.7 SEC* • **Comfortable, spacious, and handles well, too.**

Honda Fit

Base Price $17,500-$21,500* **Body Type** Hatchback

MINOR The second-generation Honda Fit gets a midcycle refresh with updated exterior styling. Honda has added its Display Audio system with Android Auto and Apple CarPlay, and the Honda Sensing suite of active safety tech is available. The Fit hatchback features a flexible interior package with multiple surprisingly spacious seating/cargo configurations. The manual-transmission model offers quicker acceleration than with the CVT. **Also Consider** Ford Fiesta, Chevrolet Sonic, Nissan Versa.

Base Engine 1.5L/130-hp/114-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6M; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 51%

EPA ECON CITY/HWY: 29-33/36-40 MPG 0-60 MPH: 7.9-9.1 SEC • **Innovative packaging in a small wrapper.**

Hyundai Accent

Base Price $16,000-$18,500* **Body Type** Sedan

MAJOR The Accent receives a redesigned exterior resembling the larger Elantra, an improved interior, new features, and an updated powertrain. It also gets an updated version of the 1.6-liter I-4 producing 132 hp. New features include a 7.0-inch LCD instrument panel display and a 7.0-inch infotainment touchscreen with Apple CarPlay and Android Auto. Automatic emergency braking is a new safety feature not commonly found in this segment. **Also Consider** Ford Fiesta, Chevrolet Sonic, Toyota Yaris.

Base Engine 1.6L/132-hp/119-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6M; 6A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value: 43%

EPA ECON CITY/HWY: 26-27/36-37 MPG 0-60 MPH: 8.0-9.0 SEC* • **Hyundai's most affordable model gets a redesign.**

Hyundai Azera

Base Price $35,000-$40,500* **Body Type** Sedan

MINOR Hyundai's flagship is entering the end of its life cycle and will likely receive minor changes, possibly gaining the eight-speed auto found in the Sonata. The sole powertrain, a 293-hp 3.3-liter V-6, should carry over. The Azera comes equipped with an 8.0-inch color navigation touchscreen, a 14-speaker Infinity Logic audio system, and Apple CarPlay and Android Auto standard. A forward collision and lane departure warning system are available. **Also Consider** Toyota Avalon, Nissan Maxima, Buick LaCrosse.

Base Engine 3.3L/293-hp/255-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 36%

EPA ECON CITY/HWY: 19-20/28 MPG 0-60 MPH: 6.4 SEC • **A luxurious sedan with loads of value.**

Hyundai Elantra

Base Price $18,000-$23,500* **Body Type** Sedan, hatch

MAJOR The new Elantra GT hatchback joins the lineup powered by the 201-hp 1.6-liter turbocharged I-4. The GT features European styling with a cavernous 55.1 cubic feet of cargo room. For greater fuel efficiency, opt for the 128-hp 1.4-liter turbo-four found in the Eco sedan model. The sport sedan receives blind-spot detection with rear cross-traffic alert standard, and a new SEL sedan trim replaces the SE with the Popular Equipment package. **Also Consider** Honda Civic, Subaru Impreza, Chevrolet Cruze.

Base Engine 2.0L/147-hp/132-lb-ft I-4
Opt Engine 1.4L/128-hp/156-lb-ft turbo I-4; 2.0L/162-hp/150-lb-ft I-4; 1.6L/201-hp/195 lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 6M; 6A; 7-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 4 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 22-32/30-40 MPG* 0-60 MPH: 6.8-9.0 SEC* • **Turning up the heat on rivals with a sporty and spacious hatch.**

*estimated

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Hyundai Ioniq

Base Price $23,200-$33,500* **Body Type** Hatchback

MINOR Hyundai's trio of electrified hatchbacks includes a hybrid model delivering up to 58 mpg combined, an EV with a range of 124 miles, and—available for 2018—a plug-in hybrid that can run on all-electric power for 20 miles. The Ioniq uses a six-speed dual-clutch automatic transmission—unlike most hybrids—and is available with an 8.0-inch navigation touchscreen, wireless phone charging, and Apple CarPlay and Android Auto compatibility. **Also Consider** Toyota Prius, Honda Clarity, Kia Niro.

Base Engine 1.6-liter I-4 + elec, 139 hp*
Opt Engine/Motor 1.6-liter I-4 + elec, 156 hp; 118-hp/215-lb-ft electric*
Drivetrain Front-engine/motor, FWD
Transmission 1A; 6-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 55-57/54-59 MPG; EV RANGE: 20 MILES (PHEV)*, 124 MILES (EV) 0-60 MPH: 8.1-9.4 SEC • Low- and zero-emission vehicles.

Hyundai Sonata

Base Price $22,935-$39,500* **Body Type** Sedan

MAJOR Hyundai updates the Sonata with a new eight-speed automatic transmission, a redesigned front and rear fascia, new wheel designs, available LED lights, and a redesigned steering wheel and center stack. The 185-horsepower 2.4-liter I-4 engine is still standard, but the available 2.0-liter turbo-four is now paired with an eight-speed automatic. Opt for the hybrid and plug-in hybrid for impressive fuel economy. **Also Consider** Toyota Camry, Nissan Altima, Ford Fusion.

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engine 1.6L/178-hp/195-lb-ft turbo I-4; 2.0L/245-hp/260-lb-ft turbo I-4; 2.0L I-4 + elec, 192-202 hp
Drivetrain Front-engine, FWD
Transmission 6A, 8A, 7-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 21-39/30-45 MPG*; EV RANGE: 27 MILES 0-60 MPH: 7.6-8.4 SEC* • The Sonata's extensive lineup gets refreshed.

Hyundai Veloster

Base Price $19,000-$23,500* **Body Type** Hatchback

UNCHANGED The Veloster will soldier on into what is possibly the last model year before a new generation offers performance to match its sporty looks. The standard 132-hp 1.6-liter I-4 will carry over in addition to the 201-hp 1.6-liter turbo-four equipped in the Turbo and Turbo R-Spec models. The Value Edition comes with 18-inch wheels, a panoramic sunroof, navigation on a 7.0-inch touchscreen, and a premium Dimension audio system. **Also Consider** Mini Hardtop, Kia Soul, Volkswagen Beetle.

Base Engine 1.6L/132-hp/120-lb-ft I-4
Opt Engine 1.6L/201-hp/195-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 6M; 6-sp twin-cl auto; 7-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 38%

EPA ECON CITY/HWY: 25-28/32-35 MPG 0-60 MPH: 7.3-8.8 SEC • An odd-looking hatch with undeniable value.

Infiniti Q50

Base Price $35,500-$52,000* **Body Type** Sedan

MINOR The Q50 gets a midcycle refresh including new trim-specific front and rear fascia, revised grille, headlights, taillights, and new wheel styles. The interior gains dashboard stitching and a steering wheel with shifter paddles. Red Sport 400 models gain red seat stitching and quilting and black mirror caps. The 2.0t and 2.0t Premium are now the 2.0t Pure and 2.0t Luxe, respectively. Several packages have been renamed. **Also Consider** Alfa Romeo Giulia, Mercedes-Benz C-Class, Lexus IS.

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/300-400-hp/295-350-lb-ft twin-turbo V-6; 3.5L V-6 + elec, 360 hp
Drivetrain Front-engine, RWD/AWD
Transmission 7A
Basic Warranty 4 years/60,000 miles
IntelliChoice 5-Year Retained Value: 39%

EPA ECON CITY/HWY: 19-27/26-32 MPG 0-60 MPH: 4.5-6.0 SEC* • Unique entrant in crowded segment.

Infiniti Q60

Base Price $40,500-$54,500* **Body Type** Coupe

UNCHANGED After its 2017 redesign, the 2018 Infiniti Q60 coupe returns with only minor changes. The Red Sport 400 gains new 20-inch wheels with non-run-flat tires, and the 3.0t Sport's 19-inch wheels now get a machined face and black pockets wrapped in wider tires. The 2.0t and 2.0t Premium are now the 2.0t Pure and 2.0t Luxe, and some option packages have been renamed. Solar Mica has been added to the color palette. **Also Consider** BMW 4 Series, Mercedes-Benz C-Class, Audi A5.

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/300-400-hp/295-350-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD
Transmission 7A
Basic Warranty 4 years/60,000 miles
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 19-22/26-30 MPG 0-60 MPH: 4.5-6.0 SEC* • Sexy coupe companion to the Q50 sedan.

Infiniti Q70

Base Price $51,500-$68,500* **Body Type** Sedan

UNCHANGED Infiniti's flagship sedan carries over unchanged for 2018. The Infiniti Q70 sedan is available in standard- and long-wheelbase forms. Three engines are offered, including the base V-6, a V-8, and a hybrid V-6. The hybrid version is only offered in rear-drive on the regular wheelbase model. Options increase with the gas-powered V-6 and V-8, both of which are offered with rear- or all-wheel drive on the standard and long-wheelbase models. **Also Consider** BMW 5 Series, Volvo S90, Audi A6.

Base Engine 3.7L/330-hp/270-lb-ft V-6
Opt Engine 5.6L/416-hp/414-lb-ft V-8; 3.5L V-6 + elec, 360 hp
Drivetrain Front-engine, RWD/AWD
Transmission 7A
Basic Warranty 4 years/60,000 miles
Safety IIHS: TSP
IntelliChoice 5-Year Retained Value 37%

EPA ECON CITY/HWY: 16-28/23-33 MPG 0-60 MPH: 4.9-6.5 SEC* • Infiniti's flagship sedan soldiers on before a redesign.

*estimated

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Jaguar F-Type

Base Price $60,895-$125,995 **Body Type** Coupe, conv

MAJOR The F-Type engine lineup expands with a 296-hp 2.0-liter turbo-four base engine and a 400-hp supercharged V-6 in the 400 Sport special edition. Jaguar also added a new front fascia, a new headlight design, and new interior and exterior colors. This Jaguar can be purchased as either a coupe or convertible, with an eight-speed automatic or six-speed manual transmission, in rear- or all-wheel drive, and, in the SVR model, up to 575 hp. **Also Consider** Porsche 911, Mercedes-AMG GT, Chevrolet Corvette.

Base Engine 2.0L/296-hp/295-lb-ft turbo I-4
Opt Engine 3.0L/340-400-hp/332-339-lb-ft s'chg'd V-6; 5.0L/550-575-hp/502-516-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD/AWD
Transmission 6M; 8A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 41%

EPA ECON CITY/HWY: 15-20/23-28 MPG* 0-60 MPH: 3.3-5.5 SEC* • Jaguar's performance coupe just got better.

Jaguar XE

Base Price $36,720-$55,770 **Body Type** Sedan

MAJOR A new 247-hp 2.0-liter turbo-four base engine joins the XE lineup in addition to a 380-hp supercharged V-6 for the S model. A suite of driver assist features, a 12.3-inch digital instrument cluster display, and a power-operated trunk are available. Opt for the available 2.0-liter turbodiesel to achieve more than 40 mpg highway. The range-topping Portfolio model features Windsor leather upholstery. **Also Consider** Alfa Romeo Giulia, Mercedes-Benz C-Class, Cadillac ATS.

Base Engine 2.0L/247-hp/269-lb-ft turbo I-4
Opt Engine 2.0L/180-hp/318-lb-ft t'diesel I-4; 3.0L/340-380-hp/332-lb-ft s'chg'd V-6
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 20-32/29-42 MPG* 0-60 MPH: 4.5-8.8 SEC • Jaguar redefines the "sport" in sport sedan.

Jaguar XF

Base Price $48,770-$67,860 **Body Type** Sedan, wagon

MAJOR A new 247-hp 2.0-liter turbo-four becomes the base engine replacing the now-optional turbodiesel engine. With the new XF Sportbrake, a wagon returns to Jaguar's U.S. lineup. Also new, the XF receives a powered trunk with gesture access, as well as forward traffic detection and forward visual park assist. An eight-speed automatic is the sole transmission, and AWD can be had with any model including the 380-hp XF S. **Also Consider** Mercedes-Benz E-Class, BMW 5 Series, Volvo S90.

Base Engine 2.0L/247-hp/269-lb-ft turbo I-4
Opt Engine 2.0L/180-hp/318-lb-ft t'diesel I-4; 3.0L/340-380-hp/332-339lb-ft s'chg'd V-6
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 38%

EPA ECON CITY/HWY: 20-31/28-42 MPG* 0-60 MPH: 4.9-9.5 SEC • Jaguar continues to expand its appealing midrange model.

Jaguar XJ

Base Price $75,500-$122,000* **Body Type** Sedan

MINOR Jaguar's flagship sedan will likely gain gesture access for its powered trunk and additional driver assist safety features. The standard 340-hp supercharged V-6 powers the base XJ, and a 470-hp supercharged V-8 is an option. The 550-hp supercharged V-8 found in the XJ R rockets the XJ to 60 mph in 3.7 seconds. The V-8 engines are rear-drive only. The XJ L version's longer wheelbase allows for an additional 4.8 inches of rear-seat legroom. **Also Consider** Mercedes-Benz S-Class, BMW 7 Series, Lexus LS.

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6
Opt Engine 5.0L/470-550-hp/424-502-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 35%

EPA ECON CITY/HWY: 15-18/23-27 MPG 0-60 MPH: 3.7-5.4 SEC • A back road stormer in an opulent wrapper.

Karma Revero

Base Price $131,400 **Body Type** Sedan

MINOR After Fisker's 2013 bankruptcy, Chinese investment group Wanxiang bought the tooling for the Karma, moved the factory from Finland to California, and relaunched the premium extended-range plug-in as the Karma Revero. Electric power is supplied to the lithium-ion battery by either a 235-hp turbo I-4 generator, onboard or off-board chargers, or the roof-mounted solar panel. Expect a 32-mile electric range and 220-mile range overall. **Also Consider** Tesla Model S, Honda Clarity.

Base Engine 403-hp/981-lb-ft dual elec + 235-hp turbo I-4
Opt Engine None
Drivetrain Front-engine, rear-motor, RWD
Transmission 1A

EPA ECON: PHEV: 20 MPG COMBINED*; EV RANGE: 32 MILES* 0-60 MPH: 6.0-7.9 SEC* • Don't call it a Fisker.

Kia Cadenza

Base Price $33,000-$45,000* **Body Type** Sedan

UNCHANGED We expect minimal updates to Kia's large front-wheel-drive sedan. The sole powertrain for the Cadenza is a 290-horsepower, 253-lb-ft 3.3-liter V-6 mated to an eight-speed automatic transmission, which together propel the Kia to 60 mph in a quick 6.5 seconds. Notable features include quilted Nappa leather with diamond stitching, a head-up display, a wireless smartphone charger, and a surround-view camera system. **Also Consider** Nissan Maxima, Chevrolet Impala, Toyota Avalon.

Base Engine 3.3L/290-hp/253-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Year Retained Value 37%

EPA ECON CITY/HWY: 20/28 MPG 0-60 MPH: 6.5 SEC • Impressive luxury with loads of value.

*estimated

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The sun rises and sets at peak travel periods, during the early morning and afternoon rush hours and many drivers find themselves temporarily blinded while driving directly into the glare of the sun. Deadly accidents are regularly caused by such blinding glare with danger arising from reflected light off another vehicle, the pavement, or even from waxed and oily windshields that can make matters worse. Early morning dew can exacerbate this situation. Yet, motorists struggle on despite being blinded by the sun's glare that can cause countless accidents every year.

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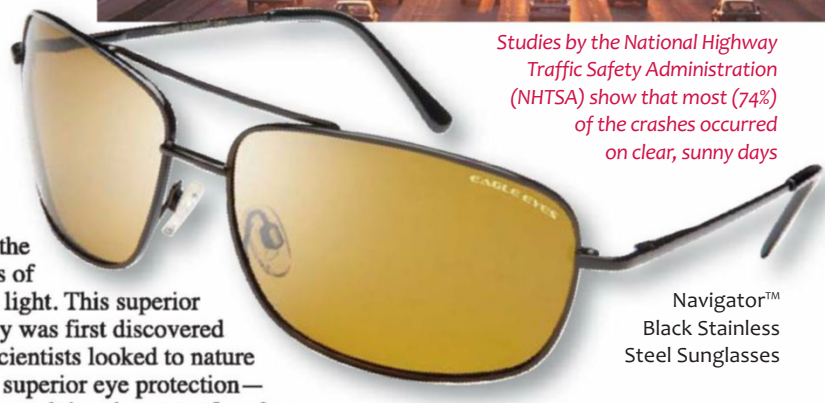

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Kia Forte

Base Price $17,500-$25,000* **Body Type** Sedan, hatchback

MINOR Kia has discontinued the Forte Koup. The sedan comes standard with a 147-hp 2.0-liter I-4, and the Forte5 has the 164-hp 2.0 liter as standard. The Forte5 SX packs a 201-hp 1.6-liter turbo-four that can be mated to a six-speed manual or seven-speed dual clutch automatic and is equipped with a sport-tuned suspension. The Forte is available with blind-spot assist and rear cross-traffic alert safety features. **Also Consider** Toyota Corolla, Ford Focus, Chevrolet Cruze.

Base Engine 2.0L/147-hp/132-lb-ft I-4
Opt Engine 2.0L/164-hp/151-lb-ft I-4; 1.6L/201-hp/195-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 6M; 6A; 7-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 40%

EPA ECON CITY/HWY: 23-29/29-38 MPG* 0-60 MPH: 6.9-8.9 SEC* • Kia's compact has become one of its best-sellers.

Kia K900

Base Price $51,000-$63,000* **Body Type** Sedan

UNCHANGED The K900 will likely carry over into 2018 with minor updates. A 311-hp 3.8-liter V-6 paired to an eight-speed automatic powers the K900, and a 420-hp 5.0-liter V-8 is the optional engine. Three trim levels are available for the K900: V-6 Premium, V-6 Luxury, and V-8 Luxury. Some notable features include Nappa leather upholstery, a surround-view camera system, a 12.3-inch digital instrument cluster, and 19-inch wheels. **Also Consider** Acura RLX, Cadillac XTS, Volvo S90.

Base Engine 3.8L/311-hp/293-lb-ft V-6
Opt Engine 5.0L/420-hp/376-lb-ft V-8
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 35%

EPA ECON CITY/HWY: 15-17/23-25 MPG 0-60 MPH: 5.5-6.4 SEC • Kia's flagship is a luxurious highway cruiser.

Kia Niro

Base Price $24,000-$30,500* **Body Type** Wagon

UNCHANGED Sharing the same hybrid platform as the Hyundai Ioniq, the Niro's hybrid powertrain consists of a 1.6-liter inline-four paired to an electric motor for a combined power rating of 139 horsepower and 195 lb-ft of torque. The wagon comes standard with the UVO3 infotainment system with Apple CarPlay, Android Auto, and a 7.0-inch touchscreen. Smart cruise control, navigation, and a Harman Kardon premium audio system are also available. **Also Consider** Toyota Prius, Hyundai Ioniq, Ford C-Max.

Base Engine 1.6L I-4 + elec, 139-hp/195-lb-ft
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 46-52/40-49 MPG 0-60 MPH: 8.7 SEC • An affordable and very efficient crossoverlike hybrid.

Kia Optima

Base Price $23,500-$36,500* **Body Type** Sedan

MINOR The sister vehicle to the Hyundai Sonata, the Optima comes equipped with a standard 185-hp 2.4-liter I-4 engine. An efficient 178-hp 1.6-liter turbo-four and a 245-hp 2.0-liter turbo-four are optional. For improved efficiency, opt for the hybrid, which delivers 39/42 mpg city/highway, or the 202-horsepower plug-in, which can run up to 29 miles on electricity alone. The Optima has automatic emergency braking as an available safety feature. **Also Consider** Nissan Altima, Ford Fusion, Honda Accord.

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engine 1.6L/178-hp/195-lb-ft turbo I-4; 2.0L/245-hp/260-lb-ft turbo I-4; 2.0L I-4 + elec, 192-202 hp
Drivetrain Front-engine, FWD
Transmission 6A; 7-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 22-39/31-46 MPG; EV RANGE: 29 MILES 0-60 MPH: 7.5-8.4 SEC* • A midsize sedan with two electrified powertrains options.

Kia Rio

Base Price $15,500-$22,000* **Body Type** Sedan, hatchback

MAJOR The starter-car Rio receives more technology with an available 7.0-inch touchscreen infotainment system supporting Android Auto and Apple CarPlay. Automatic emergency braking is also an option. Kia's smallest model grows, offering more passenger and cargo space behind the rear seats. Under the hood is a more efficient 1.6-liter I-4 paired to a six-speed manual or automatic. Sedan and hatchback body styles are still available. **Also Consider** Ford Fiesta, Nissan Versa, Hyundai Accent.

Base Engine 1.6L/130-hp/119-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6M; 6A
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 28/37 MPG* 0-60 MPH: 8.2-9.0 SEC* • Kia's most affordable model gets updated.

Kia Sedona

Base Price $28,000-$43,000* **Body Type** Minivan

MINOR The Kia Sedona's sole powertrain is a 276-hp 3.3-liter V-6 paired to a six-speed automatic transmission. The top-level SXL trim can be optioned with luxurious features such as a cooled glove box, Nappa leather upholstery, a 360-degree camera system, reclining second-row captain's chairs, heated and ventilated front seats, and a multipane sunroof. It has received good safety scores; emergency automatic braking is available. **Also Consider** Honda Odyssey, Toyota Sienna, Chrysler Pacifica.

Base Engine 3.3L/276-hp/248-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6A
Seats/Cargo 7-8, 142.0 cu ft
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP

EPA ECON CITY/HWY: 17-18/22-25 MPG 0-60 MPH: 7.8 SEC • Loads of luxury with minivan comfort and space.

*estimated

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Kia Soul

Base Price $17,000-$33,500* **Body Type** Hatchback

MINOR With a midcycle refresh last year, the Soul will likely have minimal updates for 2018. A 201-hp 1.6-liter turbo-four mated to a seven-speed dual-clutch automatic is the range-topper, but the 130-hp 1.6-liter I-4 remains the standard engine. The Soul EV's 109-hp electric motor has an EPA-rated driving range of up to 93 miles on a full charge. The traditional Soul impressively provides up to 61.3 cubic feet of total cargo room, and the EV model has 49.5 cubic feet. **Also Consider** Honda Fit, Fiat 500L, Mazda3.

Base Engine 1.6L/130-hp/118-lb-ft I-4
Opt Engine/Motor 2.0L/161-hp/150-lb-ft I-4; 1.6L/201-hp/195-lb-ft turbo I-4; 109-hp/210-lb-ft electric
Drivetrain Front-engine, FWD
Transmission 6M; 6A; 1A; 7-sp twin-cl auto
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 24-26/30-31 MPG; EV RANGE: 93 MILES 0-60 MPH: 7.0-9.2 SEC* • Plenty of cargo room and engine options.

Kia Stinger

Base Price $32,000-$41,000* **Body Type** Hatchback

ALL-NEW Kia's all-new sporty hatchback takes aim at the Germans and packs an available 365-hp 3.3-liter twin-turbo V-6 mated to eight-speed automatic. Like a true sport sedan, RWD with a mechanical limited-slip differential is standard and optional AWD features torque vectoring. The Stinger is available with Brembo brakes, five-mode adaptive suspension, adjustable rack-mounted power steering, and 19-inch wheels. **Also Consider** BMW 4 Series Gran Coupe, Audi A5 Sportback, Alfa Romeo Giulia.

Base Engine 2.0L/255-hp/260-lb-ft turbo I-4
Opt Engine 3.3L/365-hp/376-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 5 years/60,000 miles

EPA ECON CITY/HWY: 19-22/26-30 MPG* 0-60 MPH: 4.8-6.4 SEC* • German sport sedans get a new competitor.

Lamborghini Aventador

Base Price $407,000-$545,000* **Body Type** Coupe, conv

UNCHANGED The Aventador gains a standard rearview camera, and new optional equipment includes navigation with Apple CarPlay and a telemetry track system. The available Travel package gains storage on the rear wall. Lamborghini's flagship supercar is offered in two trim levels (S and SV) in coupe or roadster form and is powered by a 6.5-liter V-12 making 691 to 740 horsepower, depending on the model. **Also Consider** Ferrari 812 Superfast, Audi R8 V10 Plus, Aston Martin Vanquish.

Base Engine 6.5L/691-hp/509-lb-ft V-12
Opt Engine 6.5L/730-740-hp/509-lb-ft V-12
Drivetrain Mid-engine, AWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 10-11/16-18 MPG 0-60 MPH: 2.6-2.9 SEC • Exclusive combination of luxury, acceleration, and handling.

Lamborghini Huracán

Base Price $245,000-$274.390* **Body Type** Coupe, conv

MAJOR The all-new Huracán Performante features more power and less weight via forged carbon fiber as well as the better handling from the automaker's new ALA (Aerodinamica Lamborghini Attiva) lightweight electric-actuated active aerodynamic system. Other updates include a standard rearview camera, and optional bits include navigation with Apple CarPlay, a telemetry system, and rear wall storage with the Travel package. **Also Consider** Audi R8, Mercedes-AMG GT, Porsche 911 Turbo.

Base Engine 5.2L/602-hp/413-lb-ft V-10
Opt Engine 5.2L/640-hp/443-lb-ft V-10
Drivetrain Mid-engine, AWD/RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 14/20-21 MPG* 0-60 MPH: 2.5-2.8 SEC* • An exotic car meant for the track.

Lexus ES

Base Price $40,000-$43,000* **Body Type** Sedan

UNCHANGED For 2018, the Lexus ES lineup returns as a carry-over model from the previous model year. The Premier package adds features such as heated and ventilated front seats, a leather steering wheel, 17-inch alloy wheels, park assist, and blind-spot warning with rear cross-traffic alert. During 2018, expect a redesigned ES sedan to arrive riding on the TNGA platform, which will underpin front-wheel-drive Lexus and Toyota vehicles. **Also Consider** Buick LaCrosse, Kia Cadenza, Lincoln MKZ.

Base Engine 3.5L/268-hp/248-lb-ft V-6
Opt Engine 2.5L I-4 + elec, 200 hp
Drivetrain Front-engine, FWD
Transmission 6A; CVT
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 49%

EPA ECON CITY/HWY: 21-40/30-39 MPG 0-60 MPH: 6.6-7.5 SEC • Vanilla in character, polarizing in looks.

Lexus GS

Base Price $47,500-$85,000* **Body Type** Sedan

MINOR Last year, the Lexus Safety System+ active safety suite became standard across the entire GS lineup. The turbocharged GS 200t receives a name change and is now called the GS 300 RWD. Gas and hybrid powertrain choices remain, with the most powerful being the 467-horsepower GS F sport sedan. The adaptive cruise control system in the GS F has also been upgraded to a full-speed version, and lane keep assist has been added. **Also Consider** Mercedes-Benz E-Class, BMW 5 Series, Volvo S90.

Base Engine 2.0L/241-hp/258-lb-ft turbo I-4
Opt Engine 3.5L/311-hp/280-lb-ft V-6; 3.5L V-6 +elec, 338 hp; 5.0L/467-hp/389-lb-ft V-8
Drivetrain Front-engine, RWD/AWD
Transmission 6A; 8A; CVT
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 16-29/24-34 MPG 0-60 MPH: 4.4-6.5 SEC* • The sport sedan for those who don't want something European.

*estimated

Lexus IS

Base Price $39,000-$45,000* **Body Type** Sedan

MINOR With the CT 200h discontinued for the U.S, the IS is now the entry-level Lexus. The four-cylinder IS 200t has been renamed the IS 300 RWD, and the updated V-6s in the IS 300 AWD and IS 350 each receive a 5-hp bump. A limited-slip differential is now standard on the rear-drive IS 350 F Sport. The Comfort package replaces the Luxury package and includes blind-spot warning with rear cross-traffic alert. **Also Consider** Alfa Romeo Giulia, Mercedes-Benz C-Class, Audi A4.

Base Engine 2.0L/241-hp/258-lb-ft turbo I-4
Opt Engine 3.5L/260-311-hp/236-277-lb-ft V-6
Drivetrain Front-engine, RWD/AWD
Transmission 6A; 8A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 19-22/26-32 MPG 0-60 MPH: 5.3-7.0 SEC • The angriest-looking sport sedan in its class.

Lexus LC

Base Price $92,995-$97,505 **Body Type** Coupe

ALL-NEW The LC 500 and LC 500h are the new flagship rear-drive coupes in Lexus' lineup. Both feature a sleek exterior design and a thrilling exhaust note that will turn heads everywhere. With your choice of a 471-hp 5.0-liter V-8 or a hybrid system that makes 354 hp combined, the LC lineup comes with potent powertrain options perfect for zipping through highways at high speeds while getting coddled in the car's luxurious cabin. **Also Consider** Mercedes-Benz S-Class Coupe, Porsche 911, BMW 8 Series.

Base Engine 5.0L/471-hp/398-lb-ft V-8
Opt Engine 3.5L V-6 + elec, 354 hp
Drivetrain Front-engine, RWD
Transmission 10A; 4A + CVT
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 16-26/26-35 MPG 0-60 MPH: 4.8-5.3 SEC • A concept car brought to production form barely touched.

Lexus LS

Base Price $74,500-$85,000* **Body Type** Sedan

MAJOR Featuring a more aggressive design than its predecessor, the Lexus LS is longer and lighter than the car it replaces. The V-8 has been dropped in favor of a 415-hp twin-turbo V-6, and the LC 500h's hybrid powertrain is available in the LS 500h. An F Sport trim with 20-inch alloy wheels and a package with a sport-tuned air suspension, variable-ratio steering, active rear-wheel steering, and an active stabilizer will be offered on the LS 500. **Also Consider** Mercedes-Benz S-Class, BMW 7 Series, Audi A8.

Base Engine 3.5L/415-hp/442-lb-ft twin-turbo V-6
Opt Engine 3.5L V-6 + elec, 354 hp
Drivetrain Front-engine, RWD/AWD
Transmission 10A; 4A + CVT
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 18-27/26-35 MPG* 0-60 MPH: 4.5-5.3 SEC* • Lexus' flagship sedan gets larger and more tech-heavy.

Lexus RC

Base Price $41,500-$65,500* **Body Type** Coupe

MINOR The four-cylinder RC 200t has been renamed the RC 300 RWD, and the V-6-powered RC 300 AWD and RC 350 each get a 5-hp boost. An updated version of the Lexus Enform Telematics suite is available, and the Lexus Safety system+ suite of active safety features is now standard on the entire RC lineup. F Sport models and the RC F get an updated drive mode selector, which includes S+ and custom settings. **Also Consider** Mercedes-Benz C-Class Coupe, BMW 4 Series, Audi A5.

Base Engine 2.0L/241-hp/258-lb-ft turbo I-4
Opt Engine 3.5L/260-311-hp/236-277-lb-ft V-6; 5.0L/467-hp/389-lb-ft V-8
Drivetrain Front-engine, RWD/AWD
Transmission 6A; 8A
Basic Warranty 4 years/50,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 16-22/25-32 MPG 0-60 MPH: 4.3-7.0 SEC* • Angry looks and a screaming V-8 make for a powerful package.

Lincoln Continental

Base Price $46,000-$66,500* **Body Type** Sedan

UNCHANGED Minor changes to Lincoln's flagship sedan include a standard 4G Wi-Fi hot spot, a moonroof and climate package added to Black Label, and some rearranging of the package contents among the Premier, Select, Reserve, and Black Label trim grades. Rhapsody Blue (Reserve), Blue Diamond, Ivory Pearl, and Iced Mocha replace Jade Metallic, Midnight Sapphire, Diamond Black, and Palladium Gold on the exterior paint palette. **Also Consider** Cadillac XTS, Acura RLX, Genesis G80.

Base Engine 3.7L/305-hp/280-lb-ft V-6
Opt Engine 2.7L/335-hp/380-lb-ft twin-turbo V-6; 3.0L/400-hp/400-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD
Transmission 6A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 41%

EPA ECON CITY/HWY: 16-18/24-27 MPG 0-60 MPH: 5.4-7.0 SEC* • Stylish sedan gets minor revisions.

Lincoln MKZ

Base Price $37,000-$50,000* **Body Type** Sedan

UNCHANGED Changes are limited to content/package revisions and new paint colors (Rhapsody Blue for Reserve, Blue Diamond, Ivory Pearl, and Iced Mocha). New content includes a standard 4G Wi-Fi hot spot, and the Revel audio system is now standard on Reserve. A power trunklid with a soft-close feature has been added to the Select Plus package. The new Magnetic package adds 19-inch wheels, a painted grille, and aluminum pedals. **Also Consider** Lexus ES, Buick LaCrosse, Kia Cadenza.

Base Engine 2.0L/245-hp/275-lb-ft turbo I-4
Opt Engine 2.0L + elec 188 hp/129-lb-ft; 3.0L/350-400-hp/400-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD
Transmission 6A; CVT
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 38%

EPA ECON CITY/HWY: 17-41/26-38 MPG 0-60 MPH: 5.2-8.7 SEC* • More than just a Fusion in a better suit.

*estimated

Lotus Evora 400

Base Price $94,500-$106,500* **Body Type** Coupe

UNCHANGED Although Lotus hasn't released any details on the 2018 Evora, we don't expect any significant changes to the mid-engine, rear-drive coupe during its second year back in the U.S. The 400-hp Lotus Evora 400 is available as a two-seater or 2+2, and the lightweight 410-hp Evora Sport 410 is two-seat only. A six-speed manual is standard, and a six-speed auto is available. Watch for special editions such as the Evora Sport 410 GP. **Also Consider** Porsche 718 Cayman/Boxster, Alfa Romeo 4C.

Base Engine 3.5L/400-410-hp/302-lb-ft s'chg'd V-6
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 6M; 6A
Basic Warranty 3 years/36,000 miles

EPA ECON CITY/HWY: 16-17/24 MPG* 0-60 MPH: 4.1-4.2 SEC* • Lightweight mid-engine sports car looking to its roots.

Maserati Ghibli

Base Price $73,000-$81,000 **Body Type** Sedan

UNCHANGED Maserati's entry-level sedan packs a standard 345-hp 3.0-liter twin-turbo V-6 that routes power to the rear wheels. The GTS is equipped with the 404-hp version of the twin-turbo V-6 found in the Quattroporte. The Zegna edition features silk and leather upholstery, wood trim, and power-adjustable pedals. Other options include a premium Bowers & Wilkins audio system and a hands-free power trunklid. **Also Consider** Porsche Panamera, Audi A7, BMW 6 Series Gran Coupe

Base Engine 3.0L/345-hp/369-lb-ft twin-turbo V-6
Opt Engine 3.0L/404-hp/406-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 16-17/24 MPG 0-60 MPH: 4.6-5.5 SEC* • A ferocious-sounding Italian sedan to rival the Germans.

Maserati GranTurismo

Base Price $135,000-$184,000* **Body Type** Coupe, conv

MINOR The long-running GranTurismo will get a much-needed exterior update this fall (outgoing model pictured). We expect it to retain its front-engine, rear-drive setup and the naturally aspirated V-8 mated to a carryover six-speed automatic transmission—and of course get new, seductive sheetmetal. The pre-update GranTurismo Sport features the Sport Skyhook damping system, which adjusts the dampers depending on the road surface. **Also Consider** Porsche 911, Audi R8, Mercedes-Benz SL-Class.

Base Engine 4.7L/444-hp/376-lb-ft V-8
Opt Engine 4.7L/454-hp/384-lb-ft V-8
Drivetrain Front-engine, RWD
Transmission 6A
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 13/20-21 MPG 0-60 MPH: 4.6-5.5 SEC* • A timelessly styled Italian supercar.

Maserati Quattroporte

Base Price $105,500-$147,500* **Body Type** Sedan

UNCHANGED The four-door Quattroporte comes standard with a Ferrari-developed 404-hp 3.0-liter twin-turbo V-6 that drives the rear wheels. S Q4 models get all-wheel drive. Opting for the rear-drive GTS will get you the 523-hp 3.8-liter twin-turbo V-8 that rockets the premium sedan to 60 mph in a manufacturer-claimed 4.6 seconds. The Italian sedan is available with adaptive cruise control and automatic emergency braking. **Also Consider** Porsche Panamera, BMW 7 Series, Mercedes-Benz S-Class.

Base Engine 3.0L/404-hp/406-lb-ft twin-turbo V-6
Opt Engine 3.8L/523-hp/524-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 15-16/22-23 MPG 0-60 MPH: 4.2-4.6 SEC* • A large and luxurious sedan with Ferrari flair.

Mazda3

Base Price $19,000-$26,000* **Body Type** Sedan, hatchback

MINOR Mazda3 Sport models gain Smart City Brake Support. The 2.5-liter inline-four engine is standard on the Touring model, as are dark silver wheels, overhead console with sunglasses holder, and vanity mirrors. The new Touring Bose/Moonroof/Satellite Radio package replaces the Touring Popular Equipment package. The Grand Touring Popular Equipment package gains many of the features from the i-Activsense Safety package. **Also Consider** Honda Civic, Ford Focus, Chevrolet Cruze.

Base Engine 2.0L/155-hp/150-lb-ft I-4
Opt Engine 2.5L/184-hp/185-lb-ft I-4
Drivetrain Front-engine, FWD
Transmission 6M; 6A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 25-28/33-37 MPG 0-60 MPH: 7.3-8.4 SEC* • Still one of the most fun-to-drive cars in the segment.

Mazda6

Base Price $23,000-$32,000* **Body Type** Sedan

UNCHANGED Although Mazda hasn't revealed details on its midsize sedan, we suspect the automaker might finally add its 2.2-liter Skyactiv turbodiesel I-4 to the option list for the U.S. market. Also look for content revisions for the trims and packages. Despite being a small company, Mazda offers lots of high-tech features on the 6, among them a full suite of active safety and driver-assist tech and an easy-to-use infotainment system. **Also Consider** Ford Fusion, Toyota Camry, Honda Accord.

Base Engine 2.5L/184-hp/185-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6M; 6A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 24-27/34-35 MPG 0-60 MPH: 7.9 SEC* • Midsize family sedan with a huge helping of sport.

*estimated

Mazda MX-5 Miata

Base Price $26,000-$34,000* **Body Type** Convertible

UNCHANGED Last year, Mazda added the Miata RF or retractable fastback body style alongside the standard convertible. We don't expect many changes to the fun-to-drive open-top two-seater for 2018. Mazda could add its G-Vectoring system, which reduces driver fatigue and improves handling feel. Power for both models comes from a 155-hp 2.0-liter Skyactiv I-4 mated to a six-speed manual or six-speed auto that sends power to the rear wheels. **Also Consider** Fiat 124 Spider, Subaru BRZ, Toyota 86.

Base Engine 2.0L/155-hp/148-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 6M; 6A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 26/33-35 MPG 0-60 MPH: 5.8-6.8 SEC • A better British roadster from Japan.

McLaren 570

Base Price $191,500-$211,000* **Body Type** Coupe, conv

MINOR In the U.S., McLaren's Sports Series includes the 570S and the 570GT with more luxury and more cargo space. The McLaren 570S coupe is unchanged for 2018 but is joined by a new Spider. The McLaren 570GT will see minor revisions. Both are powered by a 562-hp version of McLaren's twin-turbo 3.8-liter V-6 mated to a seven-speed dual-clutch transmission. McLaren says both models weigh less than 3,000 pounds. **Also Consider** Mercedes-AMG GT, Audi R8, Lamborghini Huracán.

Base Engine 3.8L/562-hp/443-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 16/23 MPG 0-60 MPH: 2.8-3.1 SEC* • The 2016 McLaren 570S was our 2016 Best Driver's Car winner

McLaren 720S

Base Price $285,000* **Body Type** Coupe

ALL-NEW The all-new McLaren 720S replaces the 650S in the automaker's Super Series. The 720S is based on a new carbon-fiber MonoCage II with integrated roof similar to the one used for the P1 hybrid. A new 710-hp 4.0-liter twin-turbo V-8 replaces the 650S' 641-hp 3.8-liter unit. The side scoops are gone, but the 720S features scoops around the headlights as well as deep channels on either side of the cockpit. **Also Consider** Lamborghini Aventador, Ferrari 488, Aston Martin Vanquish.

Base Engine 4.0L/710-hp/568-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Mid-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 3 years/unlimited miles

EPA ECON CITY/HWY: 16/22 MPG* 0-60 MPH: 2.6 SEC* • A clean slate for McLaren's Super Series.

Mercedes-AMG GT

Base Price $113,500-$158,000* **Body Type** Coupe

MAJOR The AMG GT lineup is expanded with a new GT Roadster, a 550-hp GT C Coupe and Roadster, and the 577-hp GT R. The GT and GT S get updated exteriors and slight power bumps. All powertrains are mated to an AMG seven-speed dual-clutch automatic transmission. The GT R is available with extensive carbon fiber, an adjustable coil-over suspension, active rear-wheel steering, and a nine-setting AMG traction control system. **Also Consider** Porsche 911, Jaguar F-Type, Nissan GT-R.

Base Engine 4.0L/469-hp/465-lb-ft twin-turbo V-8
Opt Engine 4.0L/515-577-hp/494-516-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD
Transmission 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 16/22 MPG (GT/GT S) 0-60 MPH: 3.2-3.9 SEC* • A very impressive sports car to take on the Porsche 911.

Mercedes-Benz B-Class Electric Drive

Base Price $41,000* **Body Type** Hatchback

UNCHANGED The B250e is the automaker's only EV and hatchback. Now nearing the end of its life cycle, the B-Class should continue without major changes. The 177-hp motor provides instant and brisk acceleration and an 87-mile driving range on a full charge, which takes about four hours using a Level 2 charger. The Mercedes EV comes standard with a 7.0-inch infotainment screen, Attention Assist, and a suite of driver-assist safety features. **Also Consider** Chevrolet Bolt EV, BMW i3, Nissan Leaf.

Base Motor 177-hp/251-lb-ft electric
Opt Motor None
Drivetrain Front-motor, FWD
Transmission 1A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 22%

EV RANGE: 87 MILES 0-60 MPH: 6.5 SEC • A more unassuming and premium EV.

Mercedes-Benz C-Class

Base Price $41,000-$82,000* **Body Type** Sedan, coupe, conv

MINOR The C-Class is available in sedan, coupe, and cabriolet body styles. All can be had in the base C300, C300 4Matic, AMG C43, or AMG C63/C63 S trims. The C350e plug-in hybrid sedan is the most efficient C-Class, and it can be run on all-electric power for short distances. The AMG C63 S produces 503 hp from its twin-turbo V-8. Notable features include large, dual high-resolution driver and infotainment screens and a myriad of advanced safety features. **Also Consider** BMW 3 Series, Audi A4, Cadillac ATS.

Base Engine 2.0L/241-hp/273-lb-ft turbo I-4
Opt Engine 2.0L turbo I-4 + elec, 275 hp/243 lb-ft; 3.0L/362-hp/384-lb-ft twin-turbo V-6; 4.0L/469-503-hp/479-516-lb-ft twin-turbo V-8*
Drivetrain Front-engine, RWD/AWD
Transmission 7A; 9A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 17-25/22-35 MPG* 0-60 MPH: 4.0-6.5 SEC • A large C-Class lineup with a model for all.

*estimated

Mercedes-Benz CLA-Class

Base Price $33,625-$51,325 **Body Type** Sedan

UNCHANGED With a refresh last year, the CLA-Class will likely receive minimal updates for 2018. The automaker's most affordable model is powered by a 208-hp 2.0-liter turbo-four. The AMG CLA45 packs a very potent 375-hp 2.0-liter turbo-four and AWD standard. The front-drive-based CLA comes standard with an 8.0-inch infotainment screen and a suite of driver assist features. Adaptive cruise control and a parking assist feature are available. **Also Consider** BMW 2 Series, Acura ILX, Audi A3.

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/375-hp/350-lb-ft turbo I-4*
Drivetrain Front-engine, FWD/AWD
Transmission 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 23-24/30-37 MPG 0-60 MPH: 4.2-6.3 SEC* • **A stylish, sporty, and small alternative to the C-Class.**

Mercedes-Benz CLS-Class

Base Price $68,500-$110,500* **Body Type** Sedan

MINOR The CLS-Class should remain unchanged, ready for the next generation based on the new E-Class. The base CLS400 will get a new twin-turbo inline-six in in mid-2018, and a 577-hp twin-turbo V-8 powers the AMG CLS63 S. The four-seater started the sloped-roof craze and lends its design to the smaller coupelike CLA-Class. Notable features include Bang & Olufsen BeoSound premium audio and AMG carbon-ceramic brakes for the CLS63. **Also Consider** BMW 6 Series Gran Coupe, Audi A7, Jaguar XJ.

Base Engine 3.0L/329-hp/354-lb-ft twin-turbo V-6 (2017 model)
Opt Engine 4.7L/402-hp/443-lb-ft twin-turbo V-8; 5.5L/577-hp/590-lb-ft twin-turbo V-8*
Drivetrain Front-engine, RWD/AWD
Transmission 7A, 9A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 16-20/22-29 MPG 0-60 MPH: 3.4-5.1 SEC* • **The stylish CLS is ready for an overhaul.**

Mercedes-Benz E-Class

Base Price $53,500-$82,000* **Body Type** Sedan, coupe, convertible, wagon

MAJOR Mercedes expanded the E-Class lineup with a new coupe and cabriolet model and has also added new advanced safety features. The AMG E63 S will be powered by a new 603-horsepower 4.0-liter twin-turbo V-8. Pairing the standard 12.3 high-resolution infotainment screen with the available 12.3-inch digital instrument cluster creates an impressive-looking single display. **Also Consider** BMW 5 Series, Audi A6, Jaguar XF.

Base Engine 2.0L/241-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/329-396-hp/354-384-lb-ft twin-turbo V-6; 4.0L/603-hp/627-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD/AWD
Transmission 9A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 17-22/24-30 MPG* 0-60 MPH: 3.3-6.5 SEC* • **The middle child is as impressive as ever.**

Mercedes-Benz S-Class

Base Price $88,000-$250,000* **Body Type** Sedan, coupe, conv

MAJOR The S-Class receives redesigned front and rear fascia, a new three-spoke steering wheel, and an updated infotainment system. A new S450 entry-level model is powered by a 362-hp twin-turbo V-6. A 4.0-liter twin-turbo V-8 replaces the outgoing 5.5 liter and sees duty in S560 and Maybach S560 models. (The 12-cylinder Maybach is now called the S650.) A host of advanced driver safety features and three interior upholstery choices are new. **Also Consider** BMW 7 Series, Audi A8, Porsche Panamera.

Base Engine 3.0L/362-hp/369-lb-ft twin-turbo V-6
Opt Engine 4.0L/463-603-hp/516-664-lb-ft twin-turbo V-8; 6.0L/523-621-hp/612-738-lb-ft twin-turbo V-12
Drivetrain Front-engine, RWD/AWD
Transmission 7A, 9A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 35%

EPA ECON CITY/HWY: 13-19/22-27 MPG 0-60 MPH: 3.8-5.5 SEC* • **An extensive premium lineup that most can't match.**

Mercedes-Benz SL-Class

Base Price $88,000-$222,500* **Body Type** Convertible

UNCHANGED The SL-Class will likely receive small updates after a refresh last year. The two-seater has a range of potent engines, ranging from the standard 362-hp twin-turbo V-6 to the AMG SL65's 621-hp twin-turbo V-12. The SL's standard features include a Harman Kardon audio system, heated 16-way power seats, and a host of advanced safety features. The available Active Body Control helps to suppress body roll and lateral forces. **Also Consider** Jaguar F-Type, BMW 6 Series, Porsche 911.

Base Engine 3.0L/362-hp/369-lb-ft twin-turbo V-6
Opt Engine 4.7L/449-hp/516-lb-ft twin-turbo V-8; 5.5L/577-hp/664-lb-ft twin-turbo V-8; 6.0L/621-hp/738-lb-ft twin-turbo V-12*
Drivetrain Front-engine, RWD
Transmission 7A, 9A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value: 37%

EPA ECON CITY/HWY: 13-20/22-28 MPG 0-60 MPH: 3.9-4.9 SEC* • **A grand touring roadster that many try to replicate.**

Mercedes-Benz SLC-Class

Base Price $49,000-$61,000* **Body Type** Convertible

UNCHANGED Mercedes-Benz's hardtop roadster comes in two models, the standard SLC300 with a 241-hp 2.0-liter turbo-four and the AMG SLC45 equipped with a 362-hp twin-turbo V-6. With the roadster's refresh last year, we expect minimal changes. The SLC-Class comes standard with a 7.0-inch infotainment display screen, sport exhaust system, and torque-vectoring braking. Adaptive dampers with a cornering assist feature are available. **Also Consider** Audi TT, Porsche 718 Boxster.

Base Engine 2.0L/241-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/362-hp/384-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD
Transmission 9A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 20-25/29-32 MPG 0-60 MPH: 4.5-5.8 SEC* • **A small, sporty, and quick alternative to the expensive SL roadster.**

*estimated

Mini Clubman

Base Price $25,650-$36,750 **Body Type** Wagon

MINOR The entire Mini Clubman range gets a rearview camera and rear parking sensors as standard, along with a redesigned fuel gauge, turn signal, and wiper stalks. Apple CarPlay compatibility is now part of the optional Technology package. A new Attentive Assistant feature now comes on Clubman models equipped with the latest version of the iDrive infotainment system featuring a touchscreen. **Also Consider** Mercedes-Benz CLA-Class, Volkswagen Golf SportWagen, Kia Soul.

Base Engine 1.5L/134-hp/162-lb-ft turbo I-3
Opt Engine 2.0L/189-228-hp/207-258-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD
Transmission 6M; 6A; 8A
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 21-25/30-34 MPG 0-60 MPH: 6.4-8.3 SEC • A small, quirky wagon for those who want to stand out.

Mini Hardtop/Convertible

Base Price $22,450-$37,450 **Body Type** Hatchback, conv

UNCHANGED Like the larger Clubman, all models in the Mini Hardtop and Convertible lineup now come standard with a rearview camera and rear parking sensors. Mini also redesigned the fuel gauge, windshield wiper stalk, and turn signal stalk on the 2018 Hardtop and Convertible. A refreshed Hardtop and Convertible should arrive for the 2019 model year, likely with updated powertrain options that could include a more powerful Cooper S variant. **Also Consider** Fiat 500, Volkswagen Golf.

Base Engine 1.5L/134-hp/162-lb-ft turbo I-3
Opt Engine 2.0L/189-228-hp/207-236-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 6M; 6A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 4 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 23-28/32-38 MPG 0-60 MPH: 6.0-7.4 SEC* • Not so Mini in size.

Mitsubishi Lancer

Base Price $19,000-$23,000 **Body Type** Sedan

DISCONTINUED In August, Mitsubishi ended production of the Lancer, a nameplate that dates back to the '70s. Replacing the Mirage from the '90s, the Lancer made its debut in the U.S. in 2001 as an affordable compact sedan. Soon after, the rally-bred Evolution reached the U.S., impressing many with its on- and off-road performance. The current generation is outdated but is known for the already discontinued Ralliart and Evolution MR models. **Also Consider** Kia Forte, Chevrolet Cruze, Nissan Sentra.

Base Engine 2.0L/148-hp/145-lb-ft I-4
Opt Engine 2.4L/168-hp/167-lb-ft I-4
Drivetrain Front-engine, FWD/AWD
Transmission 5M; CVT
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 23-27/30-34 MPG 0-60 MPH: 7.3-8.3 SEC • A lasting Japanese compact famous for its outrageous Evolution model.

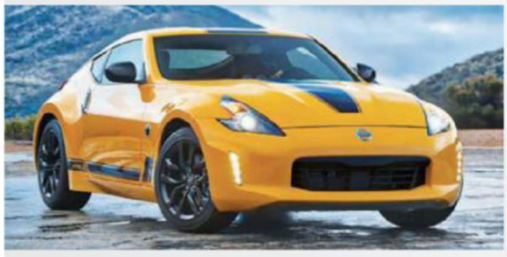
Mitsubishi Mirage

Base Price $14,000-$18,000* **Body Type** Hatchback, sedan

UNCHANGED One of the most affordable models on the market delivers up to 39 mpg combined and comes with a 10-year/100,000-mile powertrain warranty. The G4 sedan sibling was introduced last year, expanding the Mirage's lineup. The Mirage offers optional Apple CarPlay, Android Auto, and a 300-watt Rockford-Fosgate audio system. The Mirage hatch offers a healthy 47 cubic feet of cargo room with the rear seats down. **Also Consider** Ford Fiesta, Nissan Versa, Kia Rio.

Base Engine 1.2L/78-hp/74-lb-ft I-3
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 5M; CVT
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 31%

EPA ECON CITY/HWY: 33-37/40-43 MPG 0-60 MPH: 11.0-12.0 SEC* • Very efficient with loads of value.



Nissan 370Z

Base Price $31,500-$49,500* **Body Type** Coupe, convertible

MINOR After 10 years on the market, the biggest news for the Nissan 370Z is a new Heritage Edition to celebrate 50 years of the "Z." The 370Z Heritage Edition is offered in Chicane Yellow with black exterior trim or Magnetic Black with silver exterior trim—all come with yellow interior details. All 2018 models get revised headlights and taillights, a new rear fascia, smoked chrome door handles, and a new clutch for manual cars. **Also Consider** Ford Mustang, Chevrolet Camaro, Toyota 86, Subaru BRZ.

Base Engine 3.7L/332-hp/272-lb-ft V-6
Opt Engine 3.7L/350-hp/276-lb-ft V-6
Drivetrain Front-engine, RWD
Transmission 6M, 7A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 17-19/24-26 MPG 0-60 MPH: 4.7-5.2 SEC • Ready for a replacement.

Nissan Altima

Base Price $24,000-$34,000* **Body Type** Sedan

UNCHANGED After a 2016 refresh that brought more aggressive looks and a sporty SR model, the 2018 Nissan Altima now adds standard automatic emergency braking. Nissan says that more updates could be announced later, but no details are available as of yet. Power for the Altima comes from a 179-horsepower four-cylinder or a 270-horsepower V-6. Both engines are mated to a CVT, which sends power to the front wheels. **Also Consider** Honda Accord, Toyota Camry, Mazda6.

Base Engine 2.5L/179-hp/177-lb-ft I-4
Opt Engine 3.5L/270-hp/250-lb-ft V-6
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 22-27/32-39 MPG 0-60 MPH: 5.9-7.8 SEC • The V-6 Altima is nearly as quick as the more expensive and powerful Maxima.

*estimated

Nissan GT-R

Base Price $112,000-$177,000* **Body Type** Coupe

MINOR Although no updates have been revealed about the 2018 GT-R, we expect Nissan to continue its tradition of giving its flagship supercar yearly refinements. Three trims are available, including the 565-horsepower Premium and Track models and the top-spec 600-hp NISMO. The twin-turbo 3.8-liter V-6 is backed by a rear-mounted six-speed dual-clutch transmission that sends power to all four wheels. **Also Consider** Porsche 911, Chevrolet Corvette, Jaguar F-Type.

Base Engine 3.8L/565-hp/467-lb-ft twin-turbo V-6
Opt Engine 3.8L/600-hp/481-lb-ft twin-turbo V-6
Drivetrain Front-engine, AWD
Transmission 6-sp twin-cl auto
Basic Warranty 3 years/36,000 miles

EPA ECON CITY/HWY: 16/22 MPG 0-60 MPH: 2.7-2.9 SEC* • Seeking perfection through incremental improvements.

Nissan Leaf

Base Price $34,000-$38,000* **Body Type** Hatchback

MAJOR After seven years on the market, the Nissan Leaf will finally get redesigned from the ground up. Expect the IDS concept to preview its styling direction. The next Leaf will feature more than a 200-mile range, thanks to new battery technology also seen in the Renault Zoe concept. That will make the next-gen Leaf competitive with the Chevy Bolt and Tesla Model 3. The hatchback body style, pictured here in camoflage form, will return. **Also Consider** Tesla Model 3, Chevrolet Bolt EV, Hyundai Ioniq.

Base Motor 120-hp/240-lb-ft electric*
Opt Motor None
Drivetrain Front-motor, FWD
Transmission 1A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 19%

EPA RANGE: 200 MILES* 0-60 MPH: 8.0 SEC* • New model should be on par with newer competitors.

Nissan Maxima

Base Price $34,000-$41,500* **Body Type** Sedan

UNCHANGED With Nissan's flagship four-door sports car completely revamped in 2016, we don't expect major changes for the 2018 Maxima. Last year, the automaker added Apple CarPlay to the infotainment roster. The top-spec Platinum model satisfies the luxury crowd, and the SR and blacked-out SR Midnight Edition focus on the sportier end of the spectrum with sportier suspension tuning. **Also Consider** Toyota Avalon, Chevrolet Impala, Dodge Charger.

Base Engine 3.5L/300-hp/261-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 21/30 MPG 0-60 MPH: 5.7 SEC • Nissan's big sedan tries to keep its sporty edge.

Nissan Sentra

Base Price $18,000-$26,000* **Body Type** Sedan

UNCHANGED Automatic emergency braking becomes standard on all Sentra models equipped with the CVT. Expect other minor changes and package revisions. Last year, the Sentra NISMO model arrived with a 188-hp turbocharged engine mated to a six-speed manual or CVT. In our testing the NISMO was more than 2.5 seconds quicker to 60 mph than the base engine. Nissan added its signature V-Motion grille during a 2016 refresh. **Also Consider** Honda Civic, Ford Focus, Mazda3, Toyota Corolla.

Base Engine 1.8L/124-hp/125-lb-ft I-4
Opt Engine 1.6L/188-hp/177-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 6M; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 25-29/30-37 MPG 0-60 MPH: 7.3-10.0 SEC • NISMO brings zip to Nissan's compact car.

Nissan Versa

Base Price $13,000-$20,000* **Body Type** Sedan, hatchback

MAJOR Although Nissan hasn't released details for its subcompact sedan and hatchback, rumors predict an all-new Versa sedan and Versa Note hatchback for 2018. Despite its subcompact exterior dimensions, the Nissan Versa offers near midsize interior space. A five-speed manual transmission is standard on the base sedan, and all other models feature a CVT. Nissan is expected to reveal official info closer to the 2018 model year. **Also Consider** Honda Fit, Ford Fiesta, Hyundai Accent, Kia Rio.

Base Engine 1.6L/109-hp/107-lb-ft I-4*
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 5M; CVT*
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 26-31/35-39 MPG* 0-60 MPH: 9.8-10.3 SEC • One of the least expensive cars in its class and one of the largest interiors.

Porsche 718 Boxster/Cayman

Base Price $56,500-$85,000* **Body Type** Coupe, conv

MAJOR The 718 Boxster and Cayman were the first models to feature the automaker's newest turbocharged four-cylinder engines, which make both cars more potent than their predecessors. Porsche will likely revive the Boxster Spyder and the Cayman GT4 with a naturally aspirated flat-six, possibly a detuned version of the 4.0-liter unit found in the recently refreshed 911 GT3, and it might be paired exclusively to a six-speed manual transmission. **Also Consider** Alfa Romeo 4C, Chevrolet Camaro, Audi TT RS.

Base Engine 2.0L/300-hp/280-lb-ft turbo flat-4
Opt Engine 2.5L/350-hp/309-lb-ft turbo flat-4; 4.0-liter/400-hp/320-lb-ft flat-6*
Drivetrain Mid-engine, RWD
Transmission 6M; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 53%

EPA ECON CITY/HWY: 16-22/24-30 MPG* 0-60 MPH: 3.4-4.8 SEC* • Still as potent as a Porsche sports car should be.

*estimated

The car you drew as a kid.

2017 Ford GT. **We all drive.**

Ford Go Further

Porsche 911

Base Price $92,150-$250,000* **Body Type** Coupe, conv

MAJOR The refreshed GTS and GT3 and the new GT2 RS join the 911 range. The GTS has a 450-hp 3.0-liter twin-turbo flat-six and a sportier suspension, and the GT3 has a six-speed manual option, a 500-hp 4.0-liter flat-six, a track-tuned suspension, rear-wheel steering, and an aero kit with a carbon-fiber wing. The GT2 RS should have well north of 640 horsepower from its 3.8-liter twin-turbo flat-six and also gets the GT3's suspension and aero kit. **Also Consider** Acura NSX, Mercedes-AMG GT, and McLaren 570S.

Base Engine 3.0L/370-hp/331-lb-ft twin-turbo flat-6
Opt Engine 3.0L/420-450-hp/368-405-lb-ft twin-turbo flat-6; 3.8L/540-680-hp/523-570-lb-ft twin-turbo flat-6*; 4.0-liter/500-hp/339-lb-ft flat-6
Drivetrain Rear-engine, RWD/AWD
Transmission 6M; 7M; 7-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 52%

EPA ECON CITY/HWY: 13-22/18-30 MPG* 0-60 MPH: 2.5-3.9 SEC • The seminal 911 keeps improving.

Porsche Panamera

Base Price $86,050-$195,850 **Body Type** Hatchback, wagon

MAJOR The Panamera receives a second variant, the Sport Turismo, a wagon that will be available with gas and plug-in hybrid powertrains. A second hybrid variant, called the Panamera Turbo S E-Hybrid, joins the lineup and pairs the 4.0-liter twin-turbo V-8 to an electric motor for a total output of 680 hp and 626 lb-ft of torque, making it the most powerful Panamera on sale; however, it's not available in the Sport Turismo body style. **Also Consider** Aston Martin Rapide, Mercedes-Benz CLS-Class, Audi A7.

Base Engine 3.0L/330-hp/331-lb-ft turbo V-6
Opt Engine 2.9L/440-hp/405-lb-ft twin-turbo V-6; 4.0L/550-hp/567-lb-ft twin-turbo V-8; 2.9L twin-turbo V-6 + elec, 462 hp/516 lb-ft; 4.0L twin-turbo V-8+ elec, 680 hp/626 lb-ft
Drivetrain Front-engine RWD/AWD
Transmission 8-sp twin-cl auto
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 18-21/25-28 MPG; EV RANGE: 20 MILES* 0-60 MPH: 3.2-5.4 SEC* • Blistering speed without sacrificing practicality.

Rolls-Royce Dawn/Wraith

Base Price $318,000-$346,000* **Body Type** Coupe, conv

UNCHANGED The Wraith coupe and Dawn convertible both use Rolls-Royce's 6.6-liter twin-turbo V-12 but in different power outputs. The Wraith Black Badge's claimed 0–60 time of 4.3 seconds makes it the quickest Rolls-Royce. With the discontinuation of the Phantom coupe and Drophead, the Wraith and Dawn are the only coupe and convertible offered by the automaker. Expect new special editions. **Also Consider** Bentley Continental GT, Mercedes-AMG SL65, Aston Martin DB11.

Base Engine 6.6L/563-624-hp/590-lb-ft twin-turbo V-12
Opt Engine 6.6L/624-hp/642-lb-ft twin-turbo V-12
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

EPA ECON CITY/HWY: 12/19 MPG 0-60 MPH: 4.1-4.7 SEC* • Rolls-Royce's appeal to younger billionaires.

Rolls-Royce Ghost

Base Price $301,000-$334,000* **Body Type** Sedan

UNCHANGED The 6.6-liter twin-turbo V-12 propels the Ghost to 60 mph in a *Motor Trend*–tested 4.4 seconds. The Black Badge edition increases engine output to 603 hp and 620 lb-ft of torque. Opt for the extended wheelbase, and receive 6-plus inches of additional rear-seat legroom. Customizable with an almost endless selection of color schemes, veneer styles, and monograms. **Also Consider** Mercedes-Maybach S650, BMW M760i xDrive, Bentley Flying Spur.

Base Engine 6.6L/563-hp/605-lb-ft twin-turbo V-12
Opt Engine 6.6L/603-hp/620-lb-ft twin-turbo V-12
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

EPA ECON CITY/HWY: 12/19 MPG 0-60 MPH: 4.4 SEC • The "entry-level" Rolls-Royce is as prestigious as ever.

Rolls-Royce Phantom

Base Price $425,000-$500,000* **Body Type** Sedan

MAJOR The Phantom receives a rare redesign and is now underpinned by a lighter aluminum-intensive architecture. It packs the automaker's most powerful version of the 6.6-liter twin-turbo V-12 mated to an eight-speed auto with more usable interior space and a fully modernized electronics suite. The coupe and Drophead Coupe models have been discontinued. **Also Consider** Bentley Mulsanne, Mercedes-Maybach S650, BMW M760i xDrive.

Base Engine 6.6L/624-hp/642-lb-ft twin-turbo V-12*
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 8A
Basic Warranty 4 years/unlimited miles

EPA ECON CITY/HWY: 11/19 MPG* 0-60 MPH: 4.8-5.4 SEC* • A long-awaited overhaul of one of the world's most prestigious automobiles.

Smart Fortwo

Base Price $15,500-$28,500* **Body Type** Hatch, convertible

MAJOR The tiny two-seater gains an electric variant in both coupe and convertible body styles. The Electric Drive packs an 80-hp electric motor and has a manufacturer-claimed driving range of 70–80 miles. A full charge takes about three hours using a Level 2 charger. Smart might drop the gas engine, making it an EV only. The Fortwo is available with ambient lighting, a panorama sunroof, a JBL audio system, and a Brabus sport package. **Also Consider** Fiat 500, Mitsubishi Mirage, Mini Hardtop.

Base Engine 0.9L/89-hp/100-lb-ft turbo I-3*
Opt Motor 80-hp/118-lb-ft electric*
Drivetrain Rear-engine, RWD
Transmission 5M; 1A; 6-sp twin-cl auto
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 29%

EPA ECON CITY/HWY: 31-33/38-39 MPG*; EV RANGE: NOT YET RATED 0-60 MPH: 10.1-11.7 SEC* • A pint-sized two-door made for an urban environment.

*estimated

Subaru BRZ

Base Price $26,500* **Body Type** Coupe

MINOR Last year the BRZ received a midcycle refresh, which added slightly more power to cars equipped with the manual, an updated suspension, a new Performance package option, and the Series.Yellow special edition. For 2018, the BRZ tS joins the lineup and comes with Brembo brakes, an adjustable rear wing, Sachs dampers, Bilstein shocks, a more aggressive suspension setup, black leather and Alcantara seats, and 18-inch alloy wheels. **Also Consider** Toyota 86, Fiat 124 Spider, Mazda MX-5 Miata.

Base Engine 2.0L/200-205-hp/151-156-lb-ft flat-4
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 6M; 6A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 21-24/29-33 MPG 0-60 MPH: 6.3-7.7 SEC • Balanced handling remains the Subaru BRZ's biggest strength.

Subaru Impreza

Base Price $19,500*-$36,955 **Body Type** Sedan, hatchback

MINOR The Impreza was redesigned last year and was the first vehicle to ride on Subaru's new global platform. The WRX gets refreshed with minor exterior tweaks, an optional Performance package for the Premium trim, optional full LED headlights, and an updated EyeSight safety suite. The WRX STI gets a Type RA model with 19-inch BBS alloy wheels, Brembo brakes, a more aggressive suspension, and an uprated 2.5-liter turbo-four. **Also Consider** Honda Civic, Ford Focus, Volkswagen Golf.

Base Engine 2.0L/152-hp/145-lb-ft flat-4
Opt Engine 2.0L/268-hp/258-lb-ft turbo flat-4; 2.5L/305-310-hp/290-lb-ft turbo flat-4
Drivetrain Front-engine, AWD
Transmission 5M; 6M; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 54%

EPA ECON CITY/HWY: 17-28/22-38 MPG 0-60 MPH: 4.6-9.2 SEC • Practicality and all-weather traction for the most sensible drivers.

Subaru Legacy

Base Price $23,000-$32,500* **Body Type** Sedan

MINOR The 2018 Subaru Legacy receives a minor exterior styling refresh, which includes a revised lower grille, reshaped headlights, more sound-deadening material, and a wider grille. Newly available features include adaptive full LED headlights, LED foglights, and an updated version of the Starlink multimedia interface, which now has Android Auto and Apple CarPlay integration. Subaru also revised the steering, brakes, and dampers. **Also Consider** Honda Accord, Toyota Camry, Hyundai Sonata.

Base Engine 2.5L/175-hp/174-lb-ft flat-4
Opt Engine 3.6L/256-hp/247-lb-ft flat-6
Drivetrain Front-engine, AWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 51%

EPA ECON CITY/HWY: 20-25/28-34 MPG 0-60 MPH: 7.0-9.2 SEC • A midsize sedan for all seasons.

Tesla Model 3

Base Price $35,000* **Body Type** Sedan

ALL-NEW Although specs on the much-hyped upcoming Tesla Model 3 sedan are not yet official, a chart on the automaker's website promises a range of more than 215 miles and a 0–60 time of 5.6 seconds. The Model 3, which is smaller than the Model S, will feature a conventional trunk (and frunk) and will offer seating for five. It will also feature one large center-mounted display for vehicle info and infotainment/navigation. **Also Consider** Chevrolet Bolt EV, Nissan Leaf, BMW i3

Base Motor 235-hp electric*
Opt Motor 325-hp dual electric*
Drivetrain RWD/AWD
Transmission 1A
Basic Warranty 4 years/50,000 miles

EV RANGE: 200 MILES* 0-60 MPH: 5.6 SEC* • The affordable Tesla is scheduled for a late 2017/early 2018 arrival–if you're on the wait list.

Tesla Model S

Base Price $71,000-$142,000* **Body Type** Hatchback

MINOR Instead of following the conventional model year formula, Tesla model years denote the actual production year. Tesla also rolls out updates periodically during the year, so we expect more model and pricing revisions as well as more software updates to the drivetrain and active safety/autopilot tech. Tesla recently consolidated the model offerings to the rear-drive 75 and all-wheel-drive 75D, 100D, and P100D to simplify the lineup. **Also Consider** Karma Revero, Chevrolet Bolt EV, Honda Clarity.

Base Motor 315-hp/325-lb-ft electric*
Opt Motor 329-hp/387-lb-ft dual electric; 417-hp/485-lb-ft dual electric; 463-532-hp dual electric
Drivetrain RWD/AWD
Transmission 1A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 34%

EV RANGE: 249-335 MILES 0-60 MPH: 2.3-5.5 SEC* • One of the quickest and greenest cars we've tested.

Toyota 86

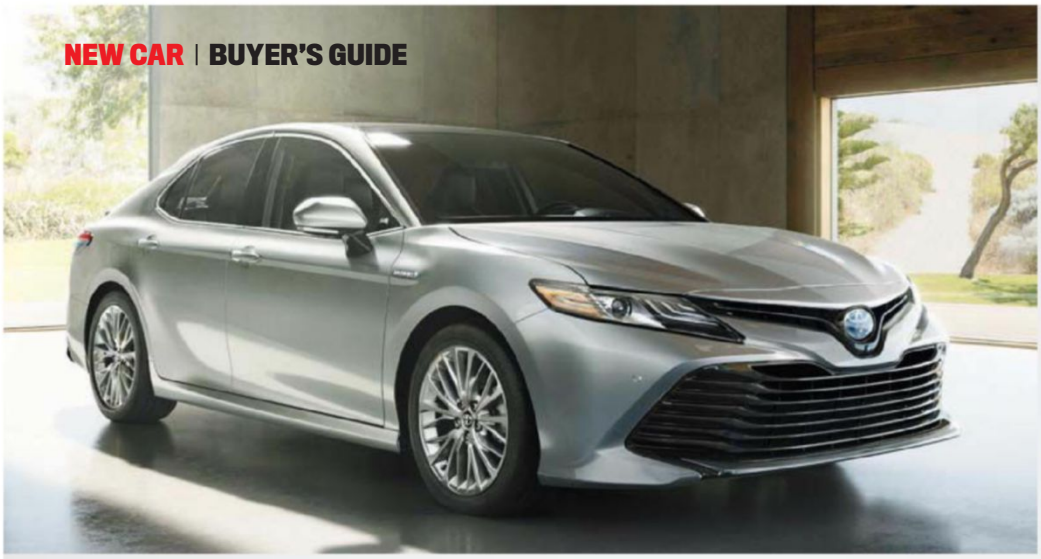
Base Price $27,500* **Body Type** Coupe

MINOR The 2017 86 received a number of small changes, among them a mild power bump with the standard manual transmission, some minor exterior styling changes, and a revised suspension. For 2018, the 86 could receive a higher trim level with additional standard features similar to the 860 Special Edition, which comes with heated front seats, keyless entry/start, a 4.2-inch multi-information display, a spoiler, and LED foglights. **Also Consider** Mazda MX-5 Miata, Subaru BRZ, Fiat 124 Spider.

Base Engine 2.0L/200-205-hp/151-156-lb-ft flat-4
Opt Engine None
Drivetrain Front-engine, RWD
Transmission 6M; 6A
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 21-24/28-32 MPG 0-60 MPH: 6.3-7.7 SEC* • Affordable, fun, and a true driver's car.

*estimated



Base Engine 2.5L/203-206-hp/184-186-lb-ft I-4
Opt Engine 3.5L/301-hp/267-lb-ft V-6*; 2.5L I-4 + elec, 208 hp
Drivetrain Front-engine, FWD
Transmission 8A; CVT
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 48%

Toyota Camry **Base Price** $24,380-$33,135 **Body Type** Sedan

MAJOR Styled with a more distinctive exterior, the Camry is the third vehicle to move to Toyota's new TNGA platform, and it will come with a range of new powertrains, including an updated hybrid system with more power and better fuel economy. Toyota says the newest iteration will be sportier and more engaging to drive, and it will feature the newest iteration of its Entune multimedia interface and Toyota Safety Sense-P. **Also Consider** Honda Accord, Ford Fusion, Chevrolet Malibu.

EPA ECON CITY/HWY: 22-51/32-53 MPG 0-60 MPH: 5.5-8.2 SEC* • **One more attempt to shed its vanilla image.**

Toyota Avalon

Base Price $34,385-$43,685 **Body Type** Sedan

UNCHANGED The Avalon is getting on in years, but it will carry over unchanged. Last year, the Toyota Safety Sense-P suite of active safety features became standard across the entire Avalon range. In the near future, a new generation could arrive riding on Toyota's new TNGA platform; power should come from an updated V-6 paired to an eight-speed automatic or a revised hybrid powertrain with more power and better fuel economy. **Also Consider** Chevrolet Impala, Kia Cadenza, Nissan Maxima.

Base Engine 3.5L/268-hp/248-lb-ft V-6
Opt Engine 2.5L I-4 + elec, 200 hp/156 lb-ft
Drivetrain Front-engine, FWD
Transmission 6A; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 21-40/30-39 MPG 0-60 MPH: 6.2-7.4 SEC • **Soldiering on in a shrinking segment.**

Toyota Corolla/iM

Base Price $19,500-$24,000* **Body Type** Sedan, hatchback

MINOR The Corolla sedan gets a leather-wrapped multifunction steering wheel in the SE and XLE grades. All models now come with illuminated sunvisors for the driver and front passenger. The more practical Corolla iM hatchback (née Scion iM) carries over unchanged and will remain as a single-spec model with a generous standard equipment list, including a 7.0-inch touch-screen, Toyota Safety Sense-C, and a 4.2-inch multi-information display. **Also Consider** Honda Civic, Chevrolet Cruze, Mazda3.

Base Engine 1.8L/132-140-hp/126-128-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 6M; CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 27-30/35-40 MPG 0-60 MPH: 9.2-9.8 SEC • **Safe and reliable but lacks soul and personality.**

Toyota Mirai

Base Price $58,500* **Body Type** Sedan

UNCHANGED The Mirai, currently only available in California, should carry over unchanged. Available as a single loaded model, the Mirai is one of the first hydrogen fuel cell vehicles to go into mass production and is able to travel up to 312 miles on a single tank. It comes with plenty of standard features, but the Mirai will likely get additional tech goodies, such as an updated version of Toyota's Entune system. **Also Consider** Honda Clarity Fuel Cell, Chevrolet Bolt EV, BMW 330e iPerformance.

Base Motor 151-hp/247-lb-ft electric
Opt Motor None
Drivetrain Front-motor, FWD
Transmission 1A
Basic Warranty 3 years/36,000 miles

EV RANGE: 312 MILES 0-60 MPH: 8.6 SEC • **Cutting-edge tech meets Dark Lord exterior styling.**

Toyota Prius

Base Price $24,500-$28,000* **Body Type** Hatchback

UNCHANGED Last year, the Prius Prime joined the Prius range as the new plug-in hybrid variant for the world's most recognizable hybrid vehicle. It's able to travel up to 25 miles before the gas engine turns on. A new base trim called the Prius One, which lowered the Prius' base price to compete with new competitors, was also added last year. We don't expect updates except the possible addition of new colors and packaging. **Also Consider** Hyundai Ioniq, Chevrolet Volt, Honda Clarity Plug-In.

Base Engine 1.8L I-4 + elec, 121 hp
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 54-58/50-53 MPG; EV RANGE: 25 MILES 0-60 MPH: 9.7-10.1 SEC • **Fuel efficiency with a touch of fun handling.**

*estimated

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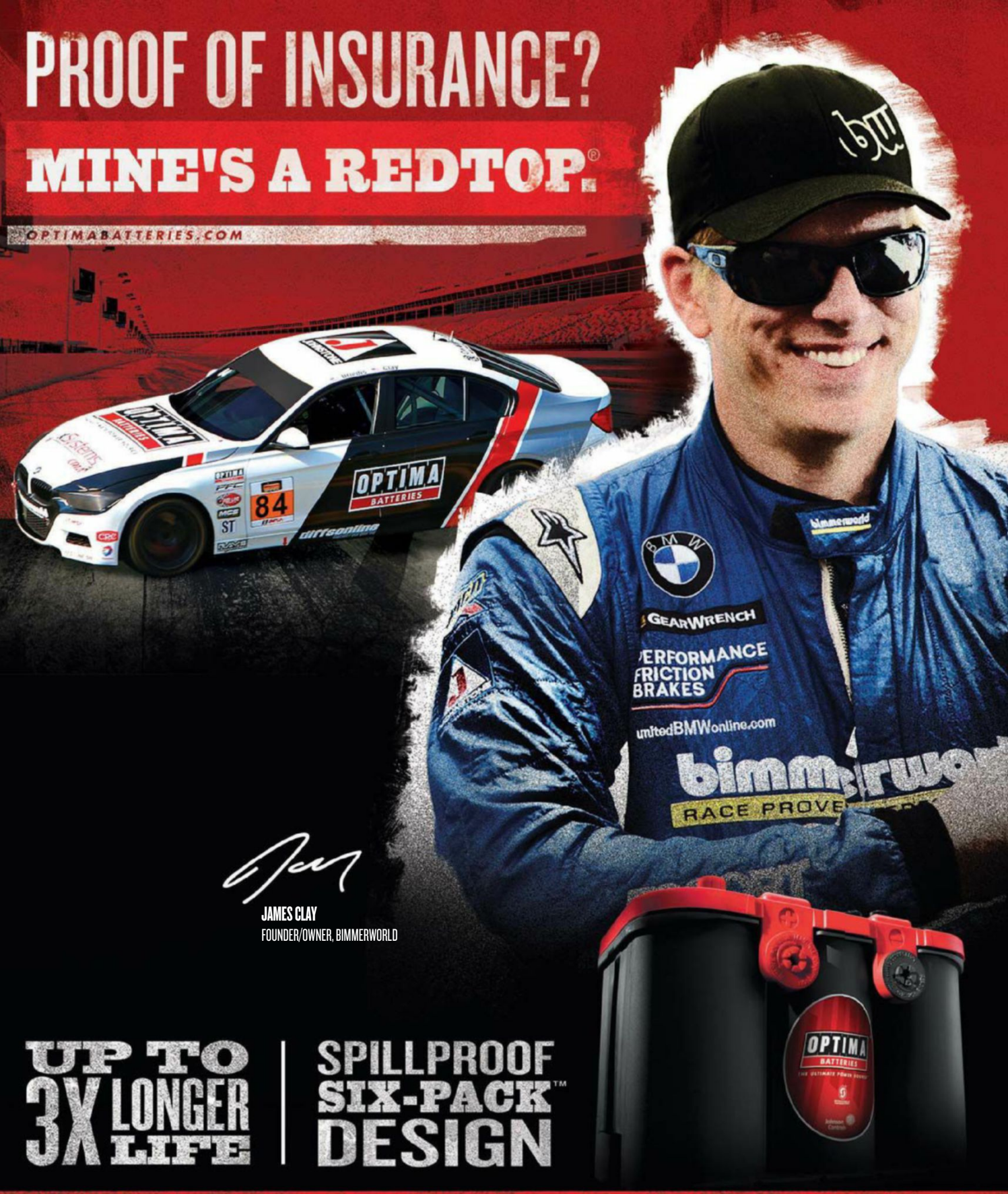

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Toyota Prius C

Base Price $21,000* **Body Type** Hatchback

MINOR The Toyota Prius C will likely return with mild exterior design changes for the 2018 model year. This could include a slightly revised front fascia, additional exterior colors, and fresh wheel designs. Expect the 99-horsepower hybrid powertrain to remain the only option on the Prius C. Although the Prius C is smaller and more affordable than the standard Prius, the latter car is quicker and offers significantly better fuel economy. **Also Consider** Honda Fit, Hyundai Ioniq.

Base Engine 1.5L I-4 + elec, 99 hp
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 48/43 MPG 0-60 MPH: 10.6 SEC • Small and city friendly but now with cheap hybrid competition from Hyundai.

Toyota Prius V

Base Price $27,500* **Body Type** Wagon

UNCHANGED With the arrival of hybrid crossovers, expect the Prius V to only live on for another year or two. For the 2018 model year, there aren't any changes expected on the Prius V, meaning it'll most likely carry over unchanged. However, there might be a limited-production special edition to help improve the car's sales, and it could feature unique exterior styling treatments to set it apart from other Prius V trims. **Also Consider** Toyota RAV4 Hybrid, Kia Niro, Nissan Rogue Hybrid.

Base Engine 1.8L I-4 + elec, 134 hp
Opt Engine None
Drivetrain Front-engine, FWD
Transmission CVT
Basic Warranty 3 years/36,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 43/39 MPG 0-60 MPH: 10.1 SEC • A Prius wagon for families who don't want to conform to automotive trends.

Toyota Sienna

Base Price $31,000-$45,500* **Body Type** Minivan

MINOR The Sienna receives an updated front fascia with a larger lower grille, three new exterior colors, and the latest version of the Entune multimedia system. Upper trim levels of the Sienna also get an updated JBL premium audio system with Clari-Fi music restoration tech, a 360-degree camera system, a 4.2-inch multi-information display, an upgraded rear-seat entertainment system, and five USB ports. All models get Safety Sense-P as standard. **Also Consider** Honda Odyssey, Kia Sedona, Chrysler Pacifica.

Base Engine 3.5L/296-hp/263-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD/AWD
Transmission 8A
Seats/Cargo 7-8; 150.0 cu. ft.
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars

EPA ECON CITY/HWY: 18-19/24-27 MPG 0-60 MPH: 7.0 SEC* • A freshened look to go with the added power.

Toyota Supra

Base Price $65,000* **Body Type** Coupe

ALL-NEW The other sports car in the BMW-Toyota partnership will be the new Supra. Toyota's legendary coupe will return with the help of BMW and will likely sport a twin-turbocharged six-cylinder from Toyota's new family of engines. A hybrid might also be in the cards and might be the same unit found in a new LC 500h and LS 500h. The fifth-gen Supra will be produced alongside the upcoming BMW Z5 roadster in Austria. **Also Consider** Porsche 718 Cayman, Nissan GT-R, Chevrolet Corvette.

Base Engine 3.5L/480-hp/450-lb-ft twin-turbo V-6*
Opt Engine 3.5L V-6 + elec, 354 hp*
Drivetrain Front-engine, RWD
Transmission 10A; 4A + CVT*
Basic Warranty 3 years/36,000 miles

EPA ECON CITY/HWY: 18/25 MPG* 0-60 MPH: 4.3 SEC* • An icon reborn with a little help from Germany.

Toyota Yaris/iA

Base Price $16,520-$19,945 **Body Type** Sedan, hatchback

MINOR The Yaris hatchback gets the most updates, with the L and LE grades getting an updated Entune infotainment system with 6.1-inch touchscreen. The SE grade gets a 7.0-inch unit and navigation as standard. The Mazda2-based Yaris iA sedan will likely carryover unchanged; it already comes with a long list of standard equipment, including low-speed automatic emergency braking, a rearview camera, keyless entry/start, and a 7.0-inch touchscreen. **Also Consider** Honda Fit, Nissan Versa, Ford Fiesta.

Base Engine 1.5L/106-hp/103-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD
Transmission 5M; 6M; 4A; 6A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4-5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 30-32/35-40 MPG 0-60 MPH: 8.9-10.9 SEC • Efficient transportation gets safer and a little less bare bones.

Volkswagen Arteon

Base Price $35,000-$38,000* **Body Type** Hatchback

ALL-NEW The 2019 Arteon is an all-new model that fills the role of the CC in the VW lineup, though it's not a true replacement. Unlike the tweener CC, the Arteon will sit squarely alongside the Passat in the midsize segment but above it as a more premium model. The Arteon will feature more active safety and driver-assist tech as well as a more luxurious interior with more soft-touch bits and leather. It will be offered in Elegance and sporty R-Line trims. **Also Consider** Infiniti Q50, Buick Regal Sportback, Genesis G70.

Base Engine 2.0L/276-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD
Transmission 8A
Basic Warranty 3 years/36,000 miles

EPA ECON CITY/HWY: 22/30 MPG* 0-60 MPH: 5.6 SEC* • Don't call it a CC replacement.

*estimated

Volkswagen Beetle

Base Price $21,500-$30,500 * **Body Type** Hatchback, conv

MAJOR A new 2.0-liter engine replaces the 1.8-liter turbo I-4. The S model gains an optional Style & Comfort package with auto headlights, rain-sensing wipers, and keyless entry. A new Coast special model adds the above features plus blind-spot monitor and rear traffic alert, Heritage wheels, plaid seats, available Deep Sea Teal paint, and more. The SE model gains automatic climate control, a sunroof, and available Premium package. **Also Consider** Fiat 500, Mini Hardtop, Nissan Juke, Hyundai Veloster.

Base Engine 2.0L/174-hp/184-lb-ft turbo I-4
Opt Engine 2.0L/210-hp/207-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 6M; 6A; 6-sp twin-cl auto
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 23-24/29-33 MPG* 0-60 MPH: 6.3-8.0 SEC* • A subtle refresh and more power for an iconic model.

Volkswagen Golf

Base Price $21,500-$37,000* **Body Type** Hatchback, wagon

MINOR The 2018 Golf is refreshed with revised trims, new LED exterior lighting, exterior styling and wheel designs, and an available infotainment center with an 8.0-inch touchscreen. All-wheel drive has always been standard on the Alltrack, but it is now optional on the Golf SportWagen. All GTI models gain 10 hp. The Golf R gains a seven-speed dual-clutch transmission (a six-speed manual is still available). Other new content includes more active safety tech. **Also Consider** Honda Civic, Mazda3, Ford Focus.

Base Engine 1.8L/170-hp/184-199-lb-ft turbo I-4
Opt Engine/Motor 2.0L/210-220-hp/258-lb-ft turbo I-4;2.0L/292-hp/280-lb-ft turbo I-4; 134-hp/214-lb-ft electric
Drivetrain Front-engine, FWD/AWD
Transmission 5M; 6M; 6A. 6-sp twin-cl auto; 7-sp twin-cl auto; 1A
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 50%

EPA ECON CITY/HWY: 22-25/30-36 MPG*; EV RANGE: 125 MILES 0-60 MPH: 4.5-9.1 SEC • A people's car for all kinds of people.

Volkswagen Jetta

Base Price $19,500-$29,500* **Body Type** Sedan

UNCHANGED The biggest news is a Wolfsburg trim, which adds a GLI bumper, heated leatherette seats, a leather shift knob and handbrake, 16-inch alloy wheels, and more to the base S model. S, SE, and SEL trims gain a chrome grille and revised wheels. The Jetta Sport adds black interior and exterior details, a rear spoiler, a sunroof, blind-spot monitoring, and 17-inch wheels. The SEL adds a rear spoiler and Fender Premium Audio system. **Also Consider** Mazda3, Honda Civic, Chevrolet Cruze.

Base Engine 1.4L/150-hp/184-lb-ft turbo I-4
Opt Engine 1.8L/170-hp/184-lb-ft turbo I-4; 2.0L/210-hp/207-lb-ft turbo I-4
Drivetrain Front-engine, FWD
Transmission 5M; 6M; 6A; 6-sp twin-cl auto
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 23-28/33-40 MPG 0-60 MPH: 6.3-8.4 SEC • A compact sedan complements the Golf hatch and wagon.

Volkswagen Passat

Base Price $24,000-$35,000* **Body Type** Sedan

MINOR Volkswagen's new 2.0-liter engine replaces the 1.8-liter turbo I-4 while the available 3.6-liter VR6 engine carries over. A new Passat GT model (only available with the V-6) features 19-inch alloy wheels, sport suspension, and a dual exhaust with unique tuning. Other GT bits include R-Line bumper and grille, red accent line and brake calipers, spoiler, and black interior and exterior accents. Other trims get minor package revisions. **Also Consider** Honda Accord, Ford Fusion, Toyota Camry.

Base Engine 2.0L/174-hp/184-lb-ft turbo I-4*
Opt Engine 3.6L/280-hp/258-lb-ft V-6
Drivetrain Front-engine, FWD
Transmission 6A; 6-sp twin-cl auto
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value: 43%

EPA ECON CITY/HWY: 20-23/28-34 MPG* 0-60 MPH: 5.7-7.7 SEC* • Volkswagen's midsize sedan offers near full-size interior space.

Volvo S60/V60

Base Price $35,000-$62,500* **Body Type** Sedan, wagon

UNCHANGED A 240-hp turbo-four is the standard engine for the S60 sedan and V60 wagon. The lineup comes with City Safety, an automatic emergency braking feature, and Volvo On Call standard. Available features include adaptive cruise control and Sensus apps and navigation. Both the S60 and V60 have Cross Country variants with 7.9 inches of ground clearance and AWD. Expect to see a redesign by the end of 2018, built on Volvo's new global platform. **Also Consider** Lexus IS, Audi A4, Jaguar XE.

Base Engine 2.0L/240-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/302-hp/295-lb-ft s'chg'd and turbo I-4; 2.0L/362-hp/347-lb-ft s'chg'd and turbo I-4
Drivetrain Front-engine, FWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 20-25/27-36 MPG 0-60 MPH: 4.4-6.6 SEC* • Swedish safety with some fun flair.

Volvo S90/V90

Base Price $48,000-$58,000* **Body Type** Sedan, wagon

MINOR For 2018, all S90s are a Chinese-made long-wheelbase version. The S90 and V90 come standard with a 250-hp turbo-four. The V90 Cross Country comes with a 316-hp turbocharged and supercharged I-4, AWD, and 8.3 inches of ground clearance. Standard features include 18-inch alloy wheels, navigation, and a 9.0-inch touchscreen. A 12.3-inch digital instrument cluster, a 360-degree camera system, and automatic parking are available. **Also Consider** Mercedes-Benz E-Class, BMW 5 Series, Jaguar XF.

Base Engine 2.0L/250-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/316-hp/295-lb-ft s'chg'd and turbo I-4; 2.0L s'chg'd and turbo I-4 + elec, 400 hp/472 lb-ft
Drivetrain Front-engine, FWD/AWD
Transmission 8A
Basic Warranty 4 years/50,000 miles
Safety IIHS: TSP
IntelliChoice 5-Year Retained Value 40%

EPA ECON CITY/HWY: 22-25/30-34 MPG*; EPA RANGE: 28 MILES 0-60 MPH: 5.0-6.5 SEC* • A slice of Scandinavian luxury.

*estimated

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FIRST DRIVE | **2018 Toyota Camry**

Words Frank Markus

You have to applaud Toyota's derring-do. Company scion Akio Toyoda has ordered his lieutenants to shake up the franchise midsize sedan. Leaden with a (deserved) sand-beige image, the Camry needed some invigoration and sex appeal, especially as more families were seen migrating from sedans to SUVs.

For 15 years, Toyota engineers have taken incremental, calculated risks while maintaining the core values that have kept the Camry atop the sales heap. Why change when the best-selling flavor of ice cream is vanilla, executives would parrot.

But those risk-averse days are gone. Example one is the Camry's daring new sheetmetal. Well, Toyota thinks it's daring; buyers will judge how much you can spice up a family sedan. Toyota kept an optional V-6 while most competitors commit to I-4s. It also lowered the roof and seats by an inch, impairing a driver's view over or through traffic and making it harder for gran and gramps to fall into and climb out of their new ride.

Who are these guys, and what other crazy risks have they taken? Have they forgotten the core competencies that

GOING

WHERE FEW MID-SEDANS DARE: DOWN (IN SEATING POSITION) AND OUT (THERE IN STYLING)

everyone has affixed to the Camry nameplate? Curl up with a bowl of raspberry fudge gelato, friend, and you'll find out.

Cabin and cockpit Moving to the longer-wheelbase TNGA architecture somehow made the Camry fractionally smaller inside. Rear legroom and shoulder room both lose 0.9 inch, and front headroom drops about a half-inch. It still feels big and airy with excellent outward visibility, thanks to the lowered beltline. Gas-only Camrys lose a negligible 0.3 cubic foot of trunk space, but the Hybrids gain 2.0 cubes and a 60/40 split-folding seat, thanks to banishing the battery to below the rear seat.

The primary and secondary controls are blessedly simple, with knobs and

buttons placed right where you'd expect (a task frustratingly missing from many automakers' to-do lists). For audiophiles, a fancy 800-watt nine-speaker JBL sound system boasts special circuitry that somehow divines which bits and bytes got cut while Pandora, Spotify, or XM/Sirius were compressing your jams, filling them back in to provide closer to CD-quality streamed music. One user-interfacepalm: no Apple CarPlay or Android Auto. Toyota is feuding with both software companies for refusing to fully disclose the workings and security protocols of their back-end programming, so it developed its own app, Scout GPS. It works in conjunction with Toyota's Entune app to bring phone-based navigation and typical music streaming, news, stock, sports, and other apps to lower-level infotainment systems. (Top trims get embedded navigation.) The shortcomings: Your phone must be tethered via both Bluetooth and the cord and needs the Scout app live on the screen; there's no easy way to push an address from your phone to Scout. It's also a subscription service (free for three years then $25 per year).

Powertrain The all-new "Dynamic Force" 2.5-liter makes 25 more hp and 14 more lb-ft than the old one and boosts EPA econ by 4/6 mpg city/highway. (Four-cylinder XSEs get an extra 3 hp and 2 lb-ft on top of these increases, and the lightly contented base L model gets an additional 1/2 mpg city/highway.)

The redesigned 3.5-liter V-6 adds 33 hp and 19 lb-ft while boosting mpg by 1 city and 2 or 3 on the highway. The Camry Hybrid's full-Atkinson-cycle riff on the new 2.5-liter contributes 20 more hp and 7 more lb-ft than the old 2.5, offsetting a drop in electric motor output of 23 hp and 50 lb-ft. Through the miracle of inscrutable hybrid math, total system output somehow rises 8 hp to 208, and EPA economy leaps from 40–42/37–38 city/highway to 44–51/47–53 city/highway (with the LE earning the higher numbers, thanks to a battery chemistry upgrade to lithium-ion). Upgrading from six to eight transmission ratios means first gear now provides the engine about 18 percent better leverage for lustier launches, and the top gear ratio down-speeds the engine by 17 or 24 percent (I-4 or V-6), earning crucial EPA highway points. Paddle shifters come on SE, XSE, XSE V-6 and SE Hybrid models, with the latter's coaxing six "gear" ratios from the Hybrid's CVT. In Sport mode, the SE Hybrid provides extra electric assist, hastening acceleration relative to the LE Hybrid. Each engine sounds great when working hard, and all variants should

This might be the best-riding and handling Camry to date.

TWEET STORM A-pillar-mounted "horn tweeters" help to brighten and distinguish the lyrics and cymbals from the thumping bass emanating from the 10.1-inch subwoofer in the rear package shelf. (XLE Hybrid interior/XSE exterior pictured.)

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zoom to 60 mph at least a few tenths quicker than their predecessors.

Our biggest powertrain complaint is the eight-speed's calibration. It's smooth when driven gently, but there's a "Sport" button on XLE, XSE, and V-6 models, and there's an S shifter gate next to the D position on the shifters. These features should sense aggressive driving and hold lower gears through high-g corners and downshift while braking for a curve, but they don't. Another gripe: Mash the gas to pass on a two-lane road with either engine, and there's a split second of contemplation, a swap to an intermediate gear, and a tardy arrival in the optimal gear. Those Hybrid SE "gears" are strange, too. During wide-open-throttle runs, hitting the (+) paddle has little effect. Pulling the (-) paddle for a "downshift" increases engine noise but without much deceleration or regen braking.

Ride and handling Camrys are known for comfortable rides, but nimble handling typically has been way down the engineers' *kaizen* wish list. Yet it's this Camry's biggest improvement. It might be the best-riding and handling Camry to date, thanks to its lower body, 1.9-inch wheelbase stretch, almost inch-broader rear track, and new control-arm and toe-link rear suspension. (Those who cut and paste the press kit will call them "double wishbones," but technically they are not.)

Cornering is flat and unflappable with good, neutral balance in all variants. Mild efforts at hooning the rear loose with late braking and steering wheel flicks are stonewalled, and careful steering into turns evinces no plowing understeer. I occasionally had to remind myself that I was, indeed, driving a Toyota product.

The electric steering assist expunges any sense of road grip levels (as on nearly every other midsize sedan), but effort levels are appropriate, and the ratio feels natural, never quickening or slowing unexpectedly as the wheel is turned. Per usual, the Camry has endless sheets of sound-deadening material to permit easy conversation at highway speeds—until those rare moments when wide-open throttle is called for. Then the non-Hybrids wail with an aggressiveness apropos of the hot new styling.

Safety and value With 10 airbags and the Safety Sense P system standard on all models, Toyota expects to ace crash tests and safety ratings. The latter system brings precollision braking with pedestrian detection, lane departure assist, hill-start assist, auto high-beams, and dynamic radar cruise control to every Camry. Trim levels beginning with an X get sonar parking assist, rear cross-traffic braking, blind-spot monitoring, auto-hold brakes, and an electric parking brake. Drive Start Control prevents the car from jumping forward or backward if the shifter is moved while the accelerator is accidentally depressed.

Toyota is charging for the improvements made to the Camry. At $24,380, a new rental-grade stripper L model starts $425 above the 2017 LE. The rest increase by anywhere from $930 (LE, which gets standard 17-inch aluminum wheels) to $3,580 (for the XSE V-6). The best deal is probably the LE Hybrid, where the $1,010 increase over 2017 buys that lithium-ion battery, bigger trunk, and 12-mpg EPA-combined rating bump.

Based on one day driving five Camrys 25–30 miles each, rival Honda needs to bring its A+ game with the new Accord, which also hits dealerships this fall. With this brazen effort, Toyota is fortifying its position as king of the midsized sedan. ■

Why keep the V-6?

GM, Hyundai/Kia, and Mazda all ditched six-cylinder engines from their midsize sedans for turbo or hybridized four-bangers, and Honda will follow suit with its next Accord. A transverse I-4 weighs less and packages tighter than a V-6, so the entire lineup benefits from weight and space savings of not accommodating a low-selling V-6 variant. (Toyota pegs current V-6 share at 5–6 percent historically.) But Toyota GM Jack Hollis says dealers demanded the V-6 be retained. They feel the V-6 helps live down the brand's vanilla reputation—especially in its new wrapper. Hollis described the V-6 Camry as the market's most aspirational midsize sedan, marketing high ground he won't yield. Stay tuned for a showdown between the 301-hp Camry and the 325-hp AWD Ford Fusion Sport.

2018 Toyota Camry	
BASE PRICE	$24,380-$35,835
VEHICLE LAYOUT	Front-engine, FWD, 5-pass, 4-door sedan
ENGINES	2.5L/203-206-hp/184-186-lb-ft DOHC 16-valve I-4; 2.5L/176-hp/163-lb-ft Atkinson-cycle DOHC 16-valve I-4 plus 118-hp/149-lb-ft electric motors, 208 hp comb; 3.5L/301-hp/267-lb-ft DOHC 24-valve V-6
TRANSMISSIONS	8-speed automatic; cont variable auto
CURB WEIGHT	3,250-3,600 lb (mfr)
WHEELBASE	111.2 in
L X W X H	192.1-192.7 x 72.4 x 56.9 in
0-60 MPH	5.5-8.2 sec (*MT* est)
EPA CITY/HWY/ COMB FUEL ECON	22-51/32-53/26-52 mpg
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IS THE TYPE R WORTH THE EXTRA DOSH OVER THE SPRITELY CIVIC SI?

OUT WITH THE OLD Honda's 10th-generation Civic gains a sixth-gen Type R (top) and an eighth-gen Si. We drove both and came away mightily impressed.

COMBO PLATE

Words Chris Walton **Photography** Brian Brantley

Few badges inspire loyalty and lust among Hondaphiles like the one that reads "Si." Except perhaps "Type R." After nearly two decades of watching European hot-hatch fanatics feast upon the Civic Type R, America finally is getting its own taste of this outrageous road rocket. And if you think the Type R is just a wee bit more powerful, tighter, and wild than the Civic Si, you would be mistaken. It's a lot more. But then so is its price. Is it worth it?

Civic Si: The sharper edge

Honda's go-a-little-faster, carve-a-lot-better Si from 1999 to 2000 is considered by many to be the apex predator of the breed. The new Si, available as either a coupe or a sedan, fulfills that car's performance-on-a-budget mission. Compared to a garden-variety Civic, the suspension is more rigid, but the overriding control part of the equation is due to the Si-standard two-mode adaptive dampers. Ride and handling qualities between normal and sport settings are subtle until you find rough pavement or pitch the car into a fast, sweeping corner. Like cutting a tomato using a reasonably sharp knife or a finely honed blade, you don't notice the differences until you apply pressure and aren't left with a mushy mess. The 2017 Civic Si is a Honyaki.

There's a genuine tidiness and wholeness of purpose to the way the Civic Si behaves and feels when driven in earnest. It really does remind us of that last Electron Blue Si coupe we drove in 1999, plus the new Aegean Blue paint harkens back to that very special '99 Civic, as well.

Limit handling was impressively neutral and easy to predict, with a slight penchant for understeer. It's pretty easy to walk out the rear end with trail braking to access some useful rotation. That's unusual for most front-drive cars with MacPherson strut front and multilink

CIVIC TYPE R PHOTOS PROVIDED BY HONDA

UPDATED COCKPIT Coupe or sedan, the Si comes loaded with electronic equipment: a 450-watt HD/ satellite stereo with 10 Speakers, USB and Bluetooth connections, and Apple CarPlay/Android Auto.

rear suspensions. And in Sport mode, the nondefeatable stability-control system's envelope is expanded to such a large degree that it almost felt shut off.

Although the Si's revised dual-pinion electric-assist power steering offers heft and wiggle over irregularities in the pavement, there's not a lot of info streaming through the wheel. Nevertheless, directional precision allows for adjusting the car's mid-corner line and attitude, something few similarly equipped cars can do.

Also unique in this segment is a mechanical limited-slip differential that sends torque to the front wheel with the most traction. The result from our test track was a competitive 25.4-second figure-eight time, right there with a Camaro RS, Golf R, and MX-5 Club.

The new Si's 1.5-liter turbo-four barely surpasses the 200-hp hurdle, but most of its motivation lives in the middle revs, where 192 lb-ft plateaus between 2,100 and 5,000 rpm. At the test track, we discovered that short-shifting the light-effort six-speed manual at 5,700 rpm (where hp peaks) rather than at the 6,500-rpm redline produced acceleration results about 0.5 second quicker across the board. Making matters tricky, however, is a light clutch with an imprecise bite point within its upward travel.

What's undeniable is the value that's built into the 2017 Honda Civic Si. For $24,775, regardless of coupe or sedan body style, you get all of that inherent Si-chassis goodness and the high-output engine. The added dynamic confidence over the otherwise feature-comparable Honda Civic EX-T (6MT) comes at a mere $2,400 premium. This is a classic no-brainer upgrade in our book.

Civic Type R: #BecauseRaceCar

Someone with more road racing experience than I have once told me, "If you can't see the road, use the tree line to see where it goes." Remote Route 364, just south of Mont-Tremblant, Quebec, felt like the Canückburgring, and we were driving it as if it were. This road is a rollicking symphony of dips, crests, blind corners, and on- and off-camber sweepers, some with uneven pavement.

And the Honda Civic Type R was absolutely annihilating it. The speed and unflappable control of this production car felt like a factory-backed homologation-special race car. Think of it as Honda's GT3 RS. It's no wonder the Swindon, England-built Type R has snatched the infamous Nordschleife circuit's fastest lap (7:43.80) for a front-drive car away from a limited edition Volkswagen Golf GTI Clubsport S by more than 3 seconds.

Because the Type R is based on the Civic hatchback, one might imagine putting 306 hp and 295 lb-ft of torque through its front wheels to be a prelude to wresting the steering wheel from the driver's hands. Instead, the

This production car felt like a factory-backed homologation-special race car. Think of it as Honda's GT3 RS.

combination of the Type R's mechanical (helical) limited-slip front differential and a model-exclusive dual-axis front-strut suspension with three-mode adaptive dampers effectively eliminates torque steer. With aluminum knuckles, the new setup separates the steering axis from the damping stroke, and it's unbelievable how well the car charges in a straight line, even at wide-open throttle.

The multilink rear suspension also has parts unique to the Type R and has been optimized with a firmer anti-roll bar, springs, and bushings to aid stability and control. Like the Si, the Type R's solenoid-valve adaptive dampers control body motions in a wide variety of conditions, but the Type R's are cleverer. Further controlled by info from damper-stroke and g-load sensors, they provide better adaptability and minute control.

A beefed-up version of the dual-pinion electric-assist power-steering system provides reflex-quick turn-in, plus it changes ratio with the steering wheel angle (quicker at the ends). Each driving mode ramps up steering effort; we wish we could select Comfort steering in combination with +R mode because the added heaviness simply muddies what feel there is coming from the front tires. Because the chassis is so buttoned down, there's hardly a need to make mid-corner steering inputs, though if a driver does, he or she is again met with uncommonly precise, intuitive response from both the front and back of the car.

Loyalists who bemoan the loss of Honda's screaming 8,000-rpm, naturally aspirated VTEC engines will find solace in the fact that the new iVTEC engine produces peak horsepower at 6,500 rpm and maximum torque from 2,500 to 4,500 rpm. This direct-injected marvel with its low-mass turbo spools out 8.3

BEST OF BOTH WORLDS These are not only some of the best sport seats we've seen but also save about 12 pounds over the stock Civic perches.

psi of boost and is drivable in practically any gear at almost any rpm. Unlike the Civic Si's engine, the Type R's maintains its power from about 3,000 rpm all the way to its 7,200-rpm rev limiter in a very linear fashion. Unfortunately, the triple-pipe exhaust doesn't sound all that special. Depending on the engine speed, you'll hear a little exhaust snarl from the rear at low rpm, a bit of a cabin drone at 4,000 rpm, and quite a lot of intake from the firewall at high rpm.

The lightweight single-mass flywheel allows the engine to rev freely and smartly with the throttle application, and a numerically higher final drive gives the Type R much more snap in every gear than the Civic Si. Shift action is as slick as we've come to expect, but unlike the Civic Si's six-speed manual, this one's case and internals are fortified for the extra 100 hp/lb-ft of torque. Plus, the Type R's clutch pedal has some welcome heft to it as well as an intuitive bite point for the clutch, and there's even a Honda-first matched-rev downshift program (thankfully defeatable).

At a claimed 3,117 pounds, a quick weight-to-horsepower calculation produces an impressive 10.3 pounds/hp, well better than its natural rival, the Volkswagen Golf R (11.4 pounds/hp), but trailing the Ford Focus RS (9.9 pounds/hp). The Focus RS/VW Golf R both have launch controls that enable sub-6-second 0–60 times, and despite what the press materials say, the Type R does not have launch control. It merely limits engine speed to 3,500 rpm in first gear with the clutch depressed to protect from the driveline shock its meaty tires would deliver. An optimal launch will be a clutch-intensive operation.

Standard tires at all four corners are 245/30R20 Continental SportContact 6 with a treadwear rating of 280. The grip is tenacious to say the least and will undoubtedly exceed the Civic Si's impressive lateral acceleration figure. It seems Honda got tired of reading, "Nice car. Too bad about the tires and brakes." We're also certain the Type R's Nürburgring team had much to say with these choices, as well as the Brembo four-piston front calipers squeezing vented/drilled discs. It's a trustworthy track-day companion that's going to put many others to shame.

Would we spend the extra 10 large (plus predatory dealer markup) on the Civic Type R over the Si? Yes, in a heartbeat. As much as we appreciate the Si for its better-than-average performance upgrade, the Type R is better still on an order of magnitude that's hard to explain. Street car versus race car. The ludicrous-speed stability and control afforded by the Type R's aero package and +R settings set this Honda apart from its sibling and in the thick of Ford Focus RS and VW Golf R competitors. It won't win a drag race, but as was certified with its Green Hell record, clearly the Type R has the pace to put all comers in its mirrors. If you can get past the anime exterior styling, it will even make you feel like a better driver than you probably are.

We've watched far too many years pass without a genuine Honda performance car. Our patience has been rewarded. ■

IT'S ABOUT TIME, HONDA We've waited years to make this choice: Civic Si or Civic Type R? With the new Type R's Stateside arrival, the wait is finally over, and after driving both, the decision is an easy one. Type R FTW.

SPECS	2017 Civic Si (sedan)	2017 Honda Civic Type R
BASE PRICE	$24,775	$34,775
PRICE AS TESTED	$24,975	$34,775
VEHICLE LAYOUT	Front-engine, FWD, 5-pass, 4-door sedan	Front-engine, FWD, 5-pass, 4-door hatchback
ENGINEW	1.5L/205-hp/192-lb-ft turbocharged DOHC 16-valve I-4	2.0L/306-hp/295-lb-ft turbocharged DOHC 16-valve I-4
TRANSMISSION	6-speed manual	6-speed manual
CURB WEIGHT (F/R DIST)	2,885 lb (60/40%)	3,150 lb (mfr)
WHEELBASE	106.3 in	106.3 in
L X W X H	182.8 x 70.8 x 55.5 in	174.9 x 73.9 x 56.5 in
0-60 MPH	6.8 sec	5.8-6.0 sec (*MT* est)
QUARTER MILE	15.2 sec @ 92.6 mph	Not yet tested
BRAKING, 60-0 MPH	106 ft	Not yet tested
LATERAL ACCELERATION	0.97 g (avg)	Not yet tested
MT FIGURE EIGHT	25.4 sec @ 0.72 g (avg)	Not yet tested
EPA CITY/HWY/COMB FUEL ECON	28/38/32 mpg	22/28/25 mpg
ENERGY CONS, CITY/HWY	120/89 kW-hrs/100 miles	153/120 kW-hrs/100 miles
CO2 EMISSIONS, COMB	0.61 lb/mile	0.80 lb/mile
ON SALE IN U.S.	Currently	Currently

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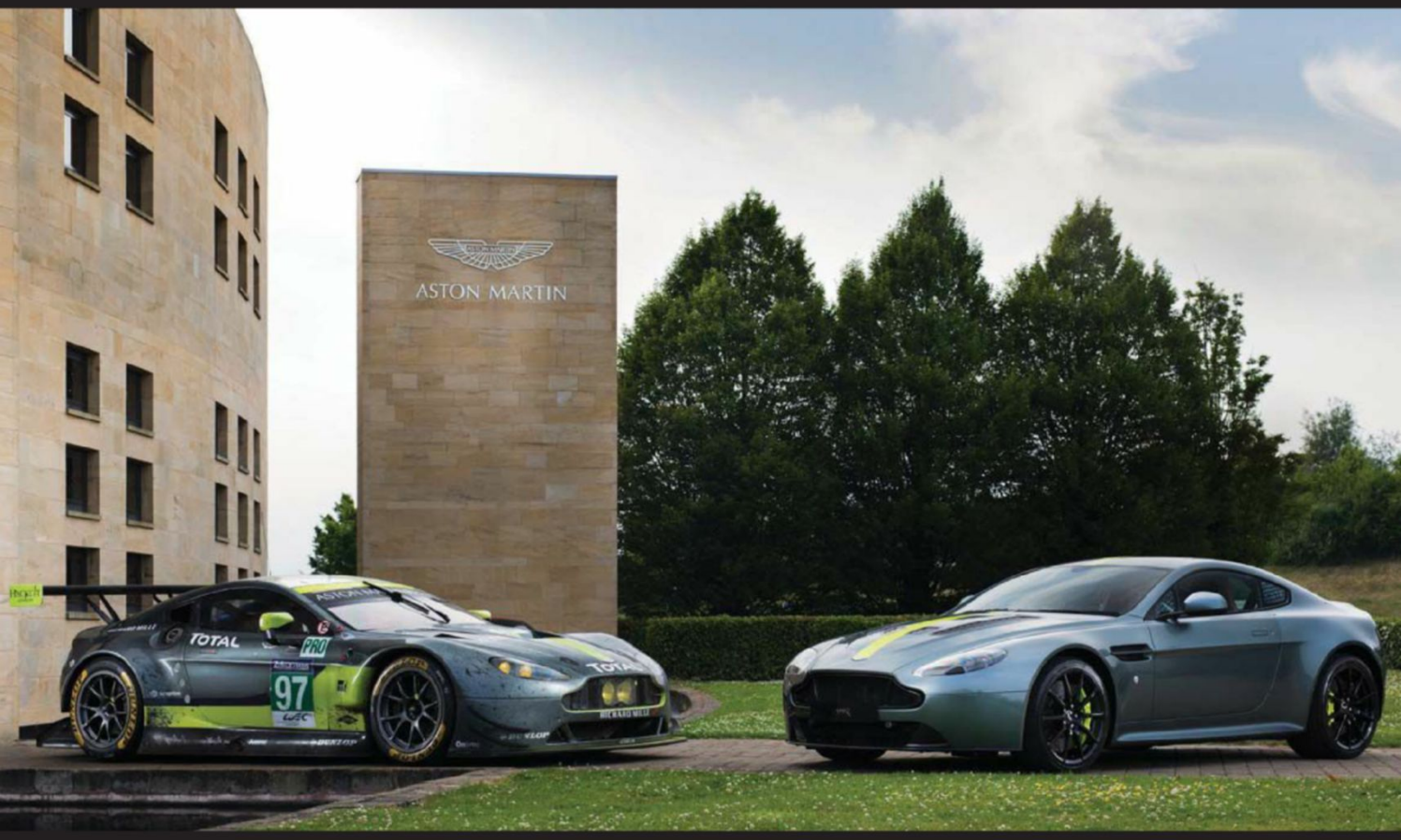

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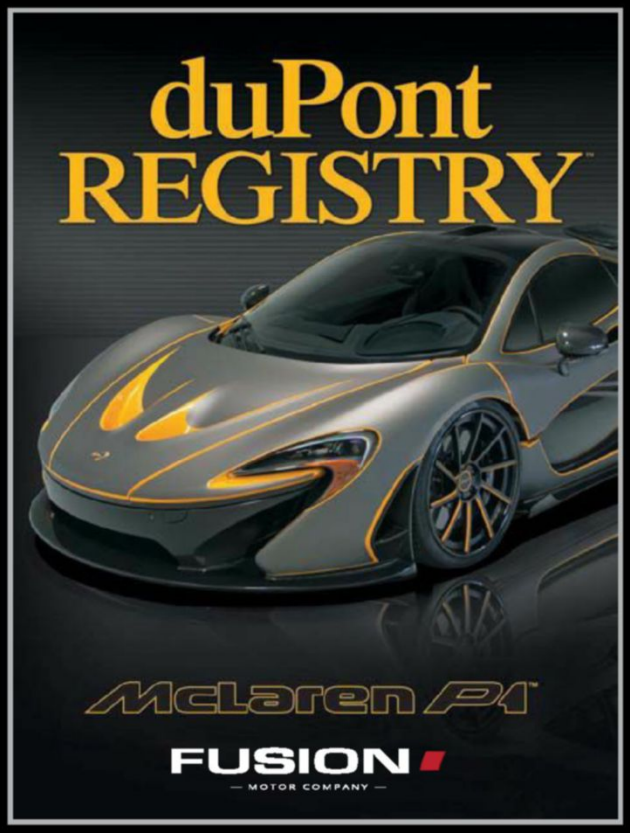

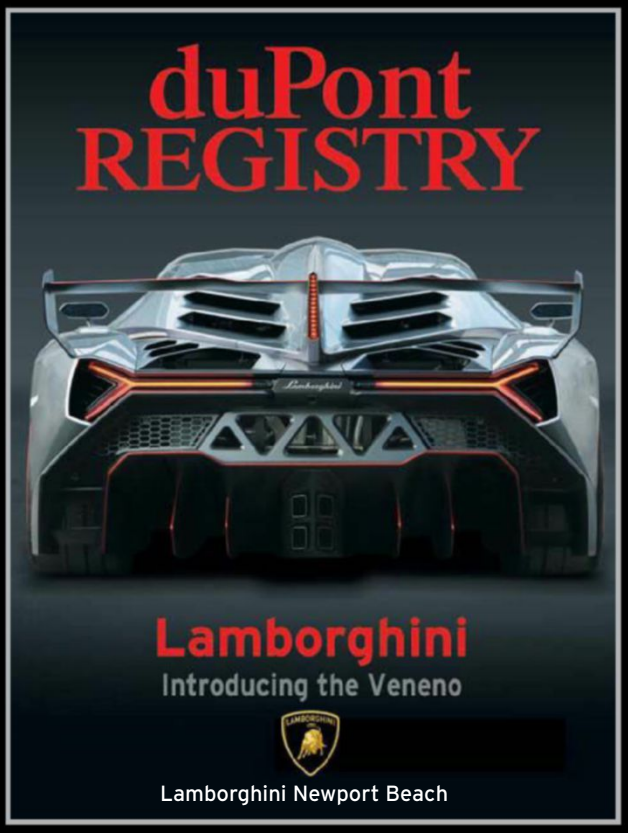

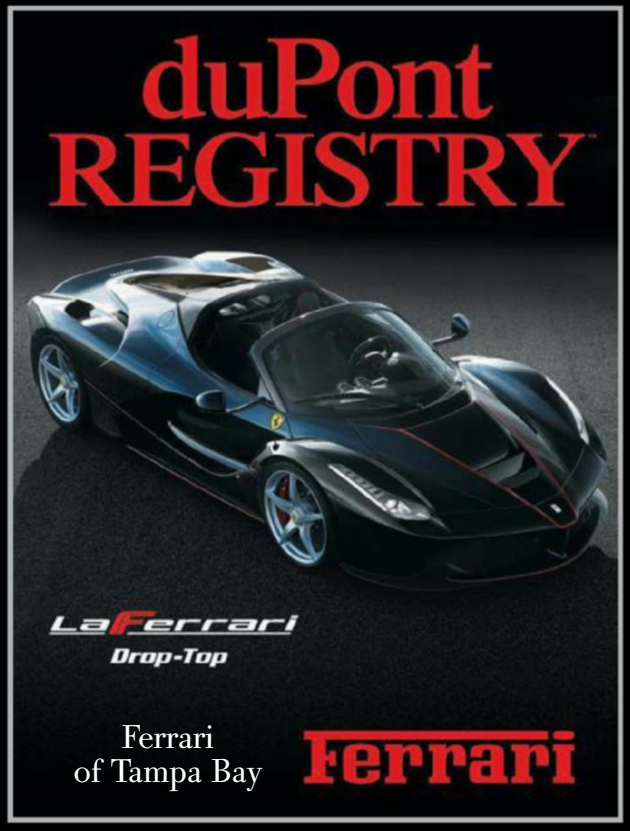

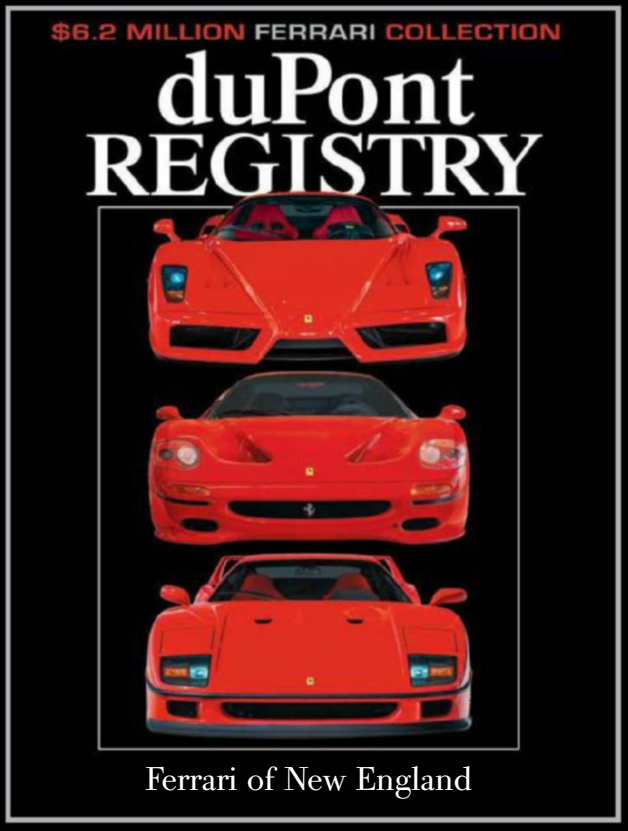

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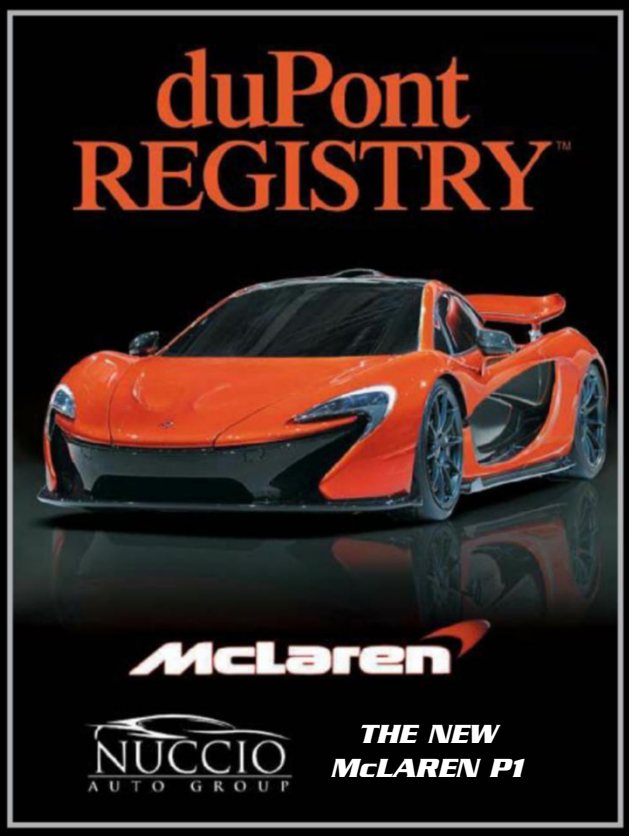

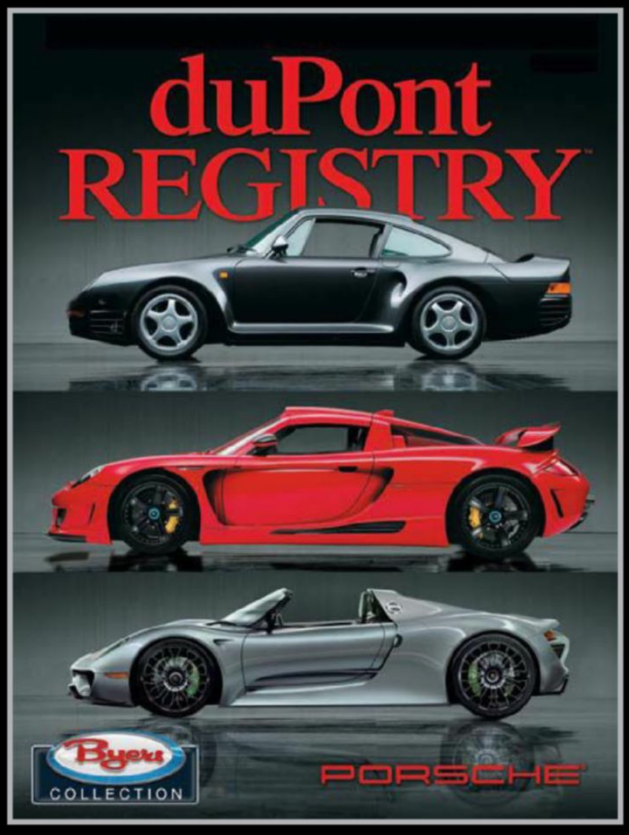

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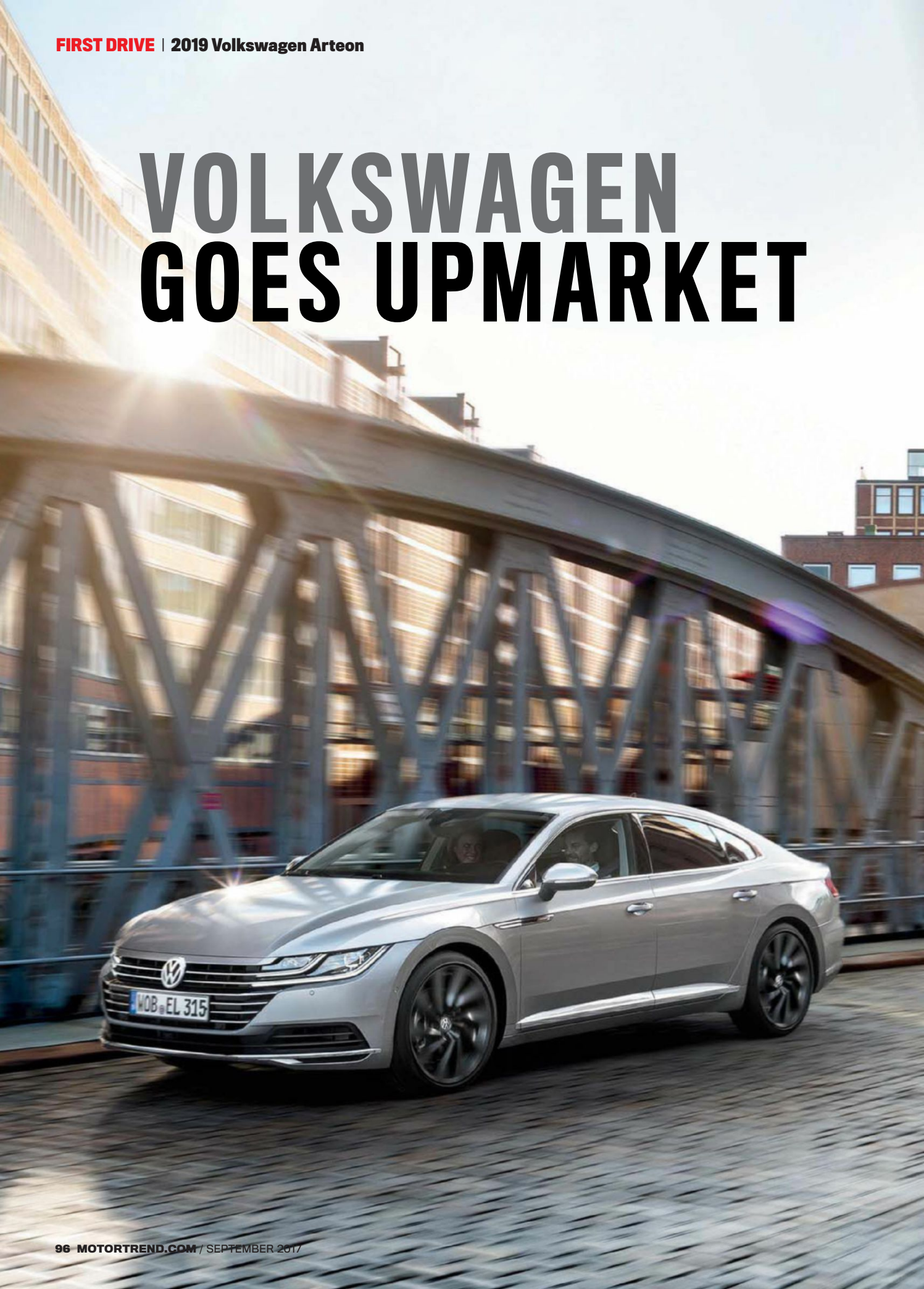
VOLKSWAGEN GOES UPMARKET



Words Chris Clonts

DOES THE FASTBACK HATCH STAND A CHANCE IN THE U.S.?

Volkswagen dislikes the popular narrative that the 2019 Arteon is simply "replacing" the CC (aka the Passat Comfort Coupe). You can kinda see why: The Arteon is far more visually striking and a better performer, and it takes the automaker in new directions of assistance and safety technology.

VW is calling the Arteon a "five-seat GT car." We'd call it a good-looking midsize hatchback. Discussing the car for the U.S. is rather straightforward. The world gets three gas and three diesel engine options, but we'll receive only a 2.0-liter turbo generating 276 hp and 256 lb-ft.

Volkswagens have always been known for having generally favorable European driving dynamics and functional but plain interiors. The Arteon separates from those attributes with a more upscale interior as well as a lauded exterior design that is largely unchanged from the concept unveiled two years ago. During our drive of a Reflex Silver Elegance model, a front-seat passenger had to reach far forward and downward to find completely hard plastic surfacing.

The Arteon will launch in Elegance and R-Line trims, and a base model will follow shortly. The Elegance, as you'd imagine, comes with upscale aesthetic enhancements: LED taillights with indicators that illuminate sequentially from inboard to outboard as they signal, a continuous chrome strip on the lower body, and heated windshield wiper nozzles. Inside comes contrast stitching on seats and mats, aluminum-look pedal covers, Alcantara and leather seat covers, and heated front seats.

The R-Line has a more aggressive front end with intakes in gloss black

SWEET HATCH The Arteon is an attention-getting design in either Elegance trim (shown) or R-Line trim. The hatch area is impressive; golf bags fit lengthwise with the rear seats up. And the hatch operates more quickly than in many crossovers.

and different bumpers. Inside, the roof liner goes black, door plates get the R-Line logo, which is also stamped on the seats, and it gets a flat-bottomed R-Line steering wheel.

The Elegance model we drove had a Euro-spec seven-speed DSG and 4Motion all-wheel drive. Models that eventually make their way to the States will have eight-speed automatics, though. That's unfortunate because the DSG was smooth and quick, doing a good job on city streets, country roads, and the no-speed-limit portions of Germany's roads. Shifts were barely perceptible with no hunting. Tastefully small paddle shifters made for acceptably quick shifts in the Harz mountains, where doing our own shifting to set up for corners and charging up hills was just more fun.

The ride and handling is adjustable to Comfort, Normal, and Sport modes, and the differences are noticeable. I preferred the middle setting most of the time, and over some broken pavement, Comfort mode smoothed things out. Things get stiffer in Sport, but this is a car meant for long-trip comfort. It isn't a performance sedan, so the mode can't perform magic. The weight of the steering is good, but actual feel leaves a bit to be desired.

FUTURE TECH Bringing together lane keep assist, adaptive cruise control, and automatic braking, among other features, VW's Emergency Assist brings the car to a safe stop if a driver is incapacitated.

Would a V-6 mean more power off the line? The more 2.0-liter turbos we drive, the less we ask ourselves that question. VW says this Euro-spec model, which has a curb weight of 3,700 pounds, goes from 0 to 62 mph in 5.6 seconds.

Some automakers have sacrificed rear-seat room, especially headroom, while designing for the en vogue "four-door coupe" movement. The fastback look usually means taller back-seat residents have their head hit the headliner. Not so in the Arteon, where my 5-foot-11 frame had considerable space overhead as well as glorious space in front of me. I was able to comfortably cross my legs without hitting the back of the driver's seat.

The packaging is quite good in the Arteon, which is similar in size to the Passat in wheelbase (111.9 inches vs. 110.4) and width (73.7 inches vs. 72.2). Surprisingly, the Passat edges the Arteon in overall length, 191.9 inches to 191.4.

The only place that seems to have been sacrificed, or at least held to normal VW standards, is a center console that doesn't offer much storage. And we'd always appreciate more USB ports. The Arteon has two, one in the center storage box and one in front of the shifter.

VW's new, techier feel becomes apparent from the driver's seat. The digital cockpit will be familiar to anyone who has seen Audi's virtual cockpit. The multiconfigurable space puts considerable info in front of the driver.

One of its nifty touches: a speed-limit indicator that updates with remarkable accuracy. Even cruising at 110 mph or so on the autobahn, it would update within a second or two of seeing a sign imposing a lower limit. The virtual speedometer also uses a small arrow to display either the speed limit or where the disengaged cruise control is set.

In the center stack, there's a unique touch when selecting among the drive modes. The various modes are represented as reflected in a shiny Arteon's side sheetmetal: a woodsy winter scene for Snow, the red and white curbing of a track for Sport, and so on.

And speaking of cruising along at autobahn speeds, the Arteon was remarkably quiet. Granted, those are on Germany's well-maintained roads of suede, but

INTERIOR UPGRADES Shunning VW's heritage of spartan interiors, there's a configurable Audi-like digital cockpit and a generous mix of comfy materials.

2019 Volkswagen Arteon

BASE PRICE RANGE	$35,000-$38,000 (est)
VEHICLE LAYOUT	Front-engine, FWD/AWD, 5-pass, 4-door hatchback
ENGINE	2.0L/276-hp/258-lb-ft turbo DOHC 16-valve I-4
TRANSMISSIONS	8-speed automatic
CURB WEIGHT	3,700-3,800 lb (mfr)
WHEELBASE	111.9 in
L X W X H	191.4 x 73.7 x 57.1 in
0-62 MPH	5.6 sec (mfr est)
ON SALE IN U.S.	2018

wind noise seems to be controlled very well, not becoming intrusive until speeds that are illegal in the States. Although the prototypes we drove in December had lesser rubber, our car was outfitted with 245/35R20 Pirelli P Zeroes. The tires contributed to some road noise, but overall the Arteon feels and sounds like a top-of-the-line model.

Except for the engine note. The Arteon uses a sound symposer (the "sound-aktor") to artificially infuse the cockpit with more thrilling sounds than the engine actually makes. It's not terribly off-putting—except for the knowledge that the *vroom-vroom* isn't real.

VW seems to be stepping up in the semi-autonomy and safety-systems areas with the Arteon. In addition to adaptive cruise control, the Arteon gets innovative headlights that use the navi's GPS and road data to predict when a curve is approaching, lighting it before you get to it, unlike the many "dumb" systems that only turn the headlights when you turn the wheel. There's also rear-collision protection, which can detect an impending collision and aligns seats and tensions belts. It even quickly lowers the windows to optimize airbag deployment and, possibly, protect ears from the percussive effects of deployment.

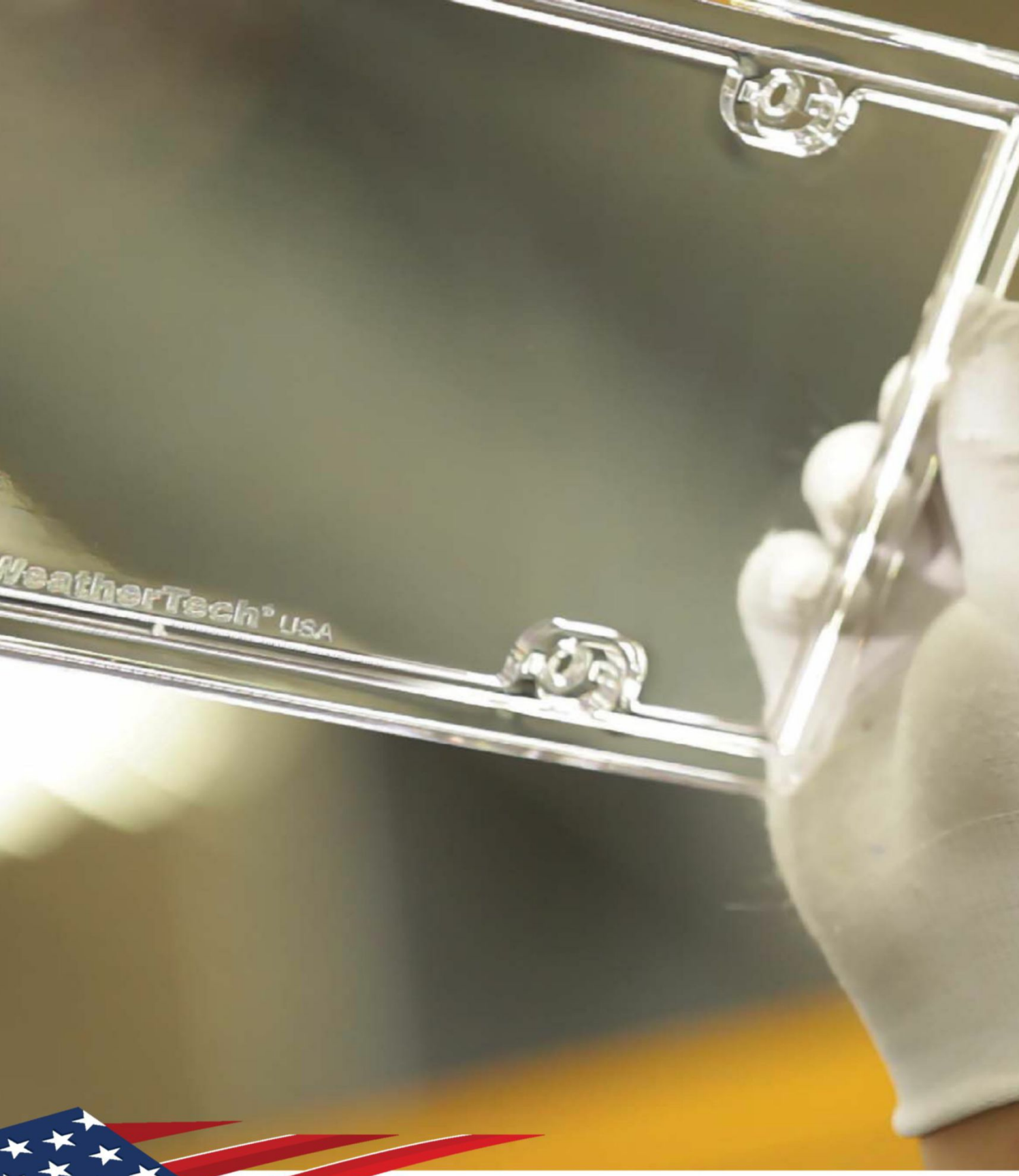
The most advanced feature, though, combines lane keeping, active cruise, and other systems for what VW calls Emergency Assist. After trying to alert an inattentive or incapacitated driver, the system eventually will blink the hazards, wiggle the wheel a bit, and pull into the slow lane before coming to a complete and presumably safe stop. Even some automakers known for their advanced safety tech can't pull off that one yet.

As technical director Frank Markus pointed out after driving the prototype last winter, Americans hate hatchbacks. So just who is this American Arteon driver? Well, VW officials seem to think the price (figure $35,000–$38,000) will make it competitive with other "premium" (their word) sedans. When asked, they most often mention the Infiniti Q50 and Lexus IS. Less often, they mention the Audi A4 and Mercedes C-Class. It will all come down to value.

Nothing, though, is written in stone for the U.S. version of the Arteon. VW officials said "a lot can change" between now and the "sometime next year" arrival target. A few VW folks were quietly asking the gathered journalists whether they thought there even was a market for the Arteon in America. Talk about a vote of confidence.

The last time I was asked that question, it was a BMW pondering about the 2 Series Active Tourer. If you see one in the States, let us know. ■

At autobahn speeds, the VW Arteon was remarkably quiet. It feels like a top-of-the-line model.



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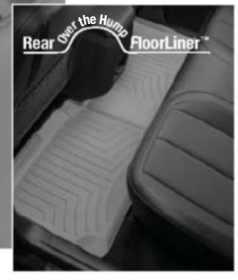

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GARAGE

Words *Motor Trend Editors*

Hunkered down and ready to fight, the BMW M2 is ready to go toe to toe with all comers.

ARRIVAL 2017 BMW M2 Chris Walton

"After the BMW lost to a Fiat, a Chevy, a Porsche, and a Toyota in The Leftovers comparison, we needed a year of penitence in an M2."

EPA CITY/HWY/COMB FUEL ECON 20/26/22 MPG **BASE PRICE** $53,495
PRICE AS TESTED $57,795

There's a common opinion in the automotive community right now that the M2 is the best driver's car BMW makes. We feel the same way. It's odd, then, that we had to turn one away from our 2016 Best Driver's Car contest in favor of the track-focused M4 GTS. Instead, that 2016 BMW M2 found itself in what became a group of similarly jettisoned but otherwise excellent BDC candidates, "The Leftovers." As good as that car was, the six-speed manual was criticized for is long throws and ropey feeling. Also, the nondefeat (unless stability/traction control were shut completely off) automatic rev-matching feature turned us off. Sadly, that car finished a highly contentious fifth place.

Well, we haven't had our fill of the best BMW has to offer, so we got another one, an Alpine White 2017 BMW M2. Rather than harp on that shifter, we opted for the seven-speed M double-clutch transmission, which adds $2,900 to the car's $53,495 base price. Like those in some Porsche and Audi sports cars, the M DCT has two clutches instead of a torque converter as traditional automatic transmissions do. We've already demonstrated that these twin-clutch automatics are quicker than even the most caffeine-addled test driver, but we're curious to see how well behaved this one is in L.A. traffic. The M DCT will shift by itself in Drive or at the behest of steering wheel–mounted paddles or a nudge of the shift lever. Extra points to BMW for going with paddles that rotate with the steering wheel (other editors disagree); the left paddle downshifts, the right paddle upshifts, and pulling or pushing the stubby console shift lever results in an upshift or downshift. As the race car gods intended.

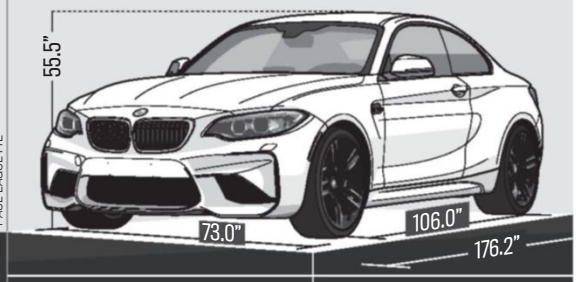
Like last year, the same brilliant 3.0-liter direct-injected turbocharged inline-six with dry-sump lubrication makes 365 horsepower and 343 lb-ft of torque and sends it to the rear wheels through an electronically controlled differential. Drive modes include Sport+, Sport, Comfort, and EcoPro. The aluminum-intensive suspension is literally taken right off of the M3/M4 parts shelf, which means the body work needed to be widened to accommodate the wider stance, and not by just a little. That's why the blistered fenders are 2.1 inches wider up front and 3.1 inches in the rear. It looks like a proper factory hot rod. The 9.0-by-19-inch front/10.0-by-19-inch rear forged aluminum wheels are wrapped with sticky Michelin Pilot Super Sport rubber sized 245/35 and 265/35, respectively.

Other standard equipment is very generous. Highlights include the aforementioned wheels, a sport exhaust that sounds both vicious and refined, xenon headlamps, a proximity key, heated sport front seats, dual-zone auto climate control, BMW

RIDE ALONG FOR UPDATES ON OUR LONG-TERM FLEET

SPECS 2017 BMW M2

*369 lb-ft @ 1,450-4,750 rpm in overboost



PAUL LAGUETTE

CO2 emissions 0.87 lb/mile		MT figure eight 23.9 sec @ 0.83 g (avg)
4.2 sec 0-60 mph	12.9 sec @ 107.1 mph Quarter mile	106 ft Braking distance, 60-0 mph

Vehicle Layout Front-engine, RWD, 4-pass, 2-door coupe
Engine 3.0L/365-hp/343-lb-ft* turbo DOHC 24-valve I-6
Transmission 7-speed twin-clutch auto
Lateral Acceleration 0.99 g (avg)
Curb Weight (F/R Dist) 3,506 lb (52/48%)
Energy Cons, City/Hwy 169/130 kW-hrs/100 miles

Online/Apps, 360-watt 12-speaker premium Harman Kardon audio with satellite and HD radio, and the latest iDrive system with navigation. Our M2 also has the reasonably priced $1,400 Executive package (a heated steering wheel, a rearview camera, rear parking sensors, automatic high-beams, wireless phone charging, a Wi-Fi hot spot, a speed limit info display, lane departure warning, frontal collision warning, low-speed collision alert/automatic braking, and pedestrian protection). Our car's total is $57,795.

"It goes without staying" (see what I did there?) that we love how the compact two-door looks ready to pounce, with its muscular, blistered fenders, and ready to suck the lane markers off the road with all those air intakes, cooling ports, and grille. We're looking forward to commuting, traveling, and taking the M2 to the track as often as we can over the coming year.

2017 Jeep Renegade Sport 4x4 Jesse Bishop

"Would the Renegade work as a daily driver for Michael Porter Jr. and family? No. But for everyday people, its back seat is functional enough."

Service life / 2 mo/1,952 mi
Avg CO2 / 0.95 lb/mi
Energy cons / 160 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0
Normal-wear cost / $0
Base price / $ 20,990
As tested / $ 26,585

REAL MPG **FUEL ECON** 20.9 MPG comb.

Because the Renegade's small interior is how I ended up with the keys, that's where much of my focus has been. The early verdict: a combination of *ooh*, *oh*, and *ugh*.

My biggest compliment to the interior so far is that I rarely think about it. It's a simple space that serves its purpose. What it lacks in groundbreaking features, it makes up for by (mostly) doing what it needs to do without frustrating digital volume controls, complicated menus, or contrived "features" to replace things that have worked well for decades. A lot of people might not go *ooh* when they realize they haven't complained in a while, but for me, that stands out.

That's not to say its interior is perfect. Initially I was angry at what seemed like inexplicably poor rearward visibility. I was accustomed to a big, boxy SUV with huge windows and great sightlines. In the Renegade, the quick glance over the shoulder I was used to became a longer look followed by a second one, then an apprehensive glimpse at the rearview mirror and multiple checks in the side mirrors. Should I have been doing all those things before? Probably. But it took some getting used to. I don't count this as a true demerit. More like, "Oh, yeah, mirrors are a thing, too." I didn't need to use them as much before. I do now.

Finally, I have one major gripe. The Renegade Sport offers two methods of connecting a phone to the infotainment system. While using a USB cord, I've found it impossible to both stream audio and use my map app's voice directions. (The Sport does not offer navigation as an option.) When the music cuts out and the instructions for the next turn are supposed to come, I get silence. When the directions are "done," the music resumes, but I have no idea where I'm supposed to go next. This problem disappears when streaming through Bluetooth. That would be fine if Bluetooth worked seamlessly, but it's slow to connect, and if my phone is plugged in to charge, it's not always obvious if I'm streaming through Bluetooth or the cord until the problem pops up. In an interior that's praiseworthy for utilitarian simplicity, this audio issue stands out. *Ugh*.

If you want navigation or a bigger screen, you'll have to upgrade to the Renegade Latitude or higher.

2017 Mini Cooper S Clubman All4 Alex Nishimoto

"A traditional top-hinged liftgate might make the Mini Clubman more practical, but it would rob it of so much character."

Service life / 7 mo/11,341 mi
Avg CO2 / 0.83 lb/mi
Energy cons / 147 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0 (oil change, inspection)
Normal-wear cost / $0
Base price / $30,300
As tested / $38,750

REAL MPG FUEL ECON 27.7 MPG comb.

I occasionally buy bulky items on impulse, and the most common thing I hear once the seller sees my Mini is, "You sure that'll fit?" So far, it's handled it all, including some things you wouldn't expect.

The Clubman offers 17.5 cubic feet of space behind the rear seats, which is fine for a trip to the grocery store. With the seats folded down, it expands to 47.9 cubic feet. That's still not much compared to the current crop of small crossovers, but anyone expecting the Mini's cargo area to live up to the name on the badge should be pleasantly surprised. The seats fold relatively flat, which makes sliding in longer items easier. A rug about 6 feet long had to be turned diagonally but fit between the front seat and the cargo threshold. A pair of vintage speakers and a waist-high tool chest also fit.

If you want to get something longer inside the Mini, you could always do as associate editor Scott Evans did and leave one of the barn doors open. "I had to move some 8-foot poles for an event, and being able to leave a door open and hang them out the back was a lifesaver," Evans said. "I appreciated that the car only dinged once and just left up a visual warning. More important, the struts on the doors themselves are very strong, so they don't swing around or try to close while you're driving."

With those stiff struts, the doors require some force to shut. Every so often I have to reopen and close the passenger-side door because I didn't shut it hard enough the first time. The struts also make the doors spring out one at a time when you press a button on the key fob. They won't knock you over, but don't try it while backed in close to a wall.

The Clubman also has a large storage area under the floor. Purses and thin backpacks can be hidden for extra peace of mind or just out of the way to make room for bulkier things up top.

It might not be the most utilitarian option out there, but the Clubman offers decent storage room as a bonus to being a fun-to-drive runabout.

Schlepping large cargo on a whim might not strike you as Mini's mission, but it's done the job well.

2016 Chevrolet Colorado Z71 Christian Seabaugh

"One thing I'd like from the Colorado: more standard tie-downs in the bed. There are four with the ability to add up to 13 more via GearOn cargo tie-down rings."

Service life / 11 mo/26,872 mi
Avg CO2 / 0.95 lb/mi
Energy cons / 164 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $584.93 (4-DEF; 3-oil change, inspection, tire rotation; 1-air filter, in-cabin air filter)
Normal-wear cost / $45 (windshield wiper)
Base price / $35,535 **As tested** / $41,905

REAL MPG FUEL ECON 25.2 MPG comb.

I've gotten to know our long-term Colorado well. I know what it can and can't do, I know what will or won't fit, and I know which tight parking spots it can squeeze into. With this level of familiarity come little things I like and some features I wish it had.

The corner steps are one of the things I enjoy. Loading heavy equipment into the back of an older pickup in the rain is a slippery affair (and I have the scar to prove it). The Colorado's standard corner-mounted bumper steps make it easy to pull yourself up and into the bed. Unlike Ford's "man step" solution, the bumper steps are also usable with the tailgate closed, they're simple, and they don't block you from loading the truck's bed.

Several things stand out as missing or needing improvement. (A full accounting is available online.) First, the headlights suck. The Insurance Institute for Highway Safety agrees. It gave the headlights the lowest rating. Out in total darkness, the low-beams are barely adequate to see more than 100 feet ahead. The foglights help, but they're not designed for everyday conditions. The high-beams do, as well, when traffic allows, but they barely reach farther than the low-beams.

The four-wheel-drive selector also has a few issues. Let's start with its location—by the driver's left knee. If you're driving, it's dangerous to operate. You have to lean left and look down to twist the knob to select a different mode. The only indication of what drive setting you're in is a faint orange light, which you have to stare at your knee to see. Why there isn't a 4WD indicator in the digital instrument cluster like in *every other Chevy truck* is beyond me.

Were I in the market for a truck like the Colorado, none of these issues would be deal-breakers. As much as they get on my nerves sometimes, it's not so much that my experience with our 2016 Truck of the Year has been anything but positive. As our time with the Colorado draws to a close, I'm already dreading handing the keys back to Chevy.

Our Colorado Z71 has been unstoppable off-road (except when Scott Evans got stuck in some snow). Can't wait to see what the ZR2 brings to the table.

BMW 530i Mark Rechtin

"Has BMW regained its handling magic? Better skidpad, figure-eight, and braking numbers than Mercedes and Audi rivals."

Service life / 2 mo/3,166 mi
Avg CO2 / 0.83 lb/mi
Energy cons / 147 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0 **Normal-wear cost** / $0
Base price / $52,195 **As tested** / $72,135

REAL MPG FUEL ECON 24.4 MPG comb.

With the BMW 530i's arrival to our fleet, the brickbats came flying. How dare BMW sell a turbo-four midsized sedan for 72 grand? Anything with a price tag like that, the theorists surmised, ought to come with at least a six-cylinder engine.

But does it need one, especially if you prioritize stuff over speed?

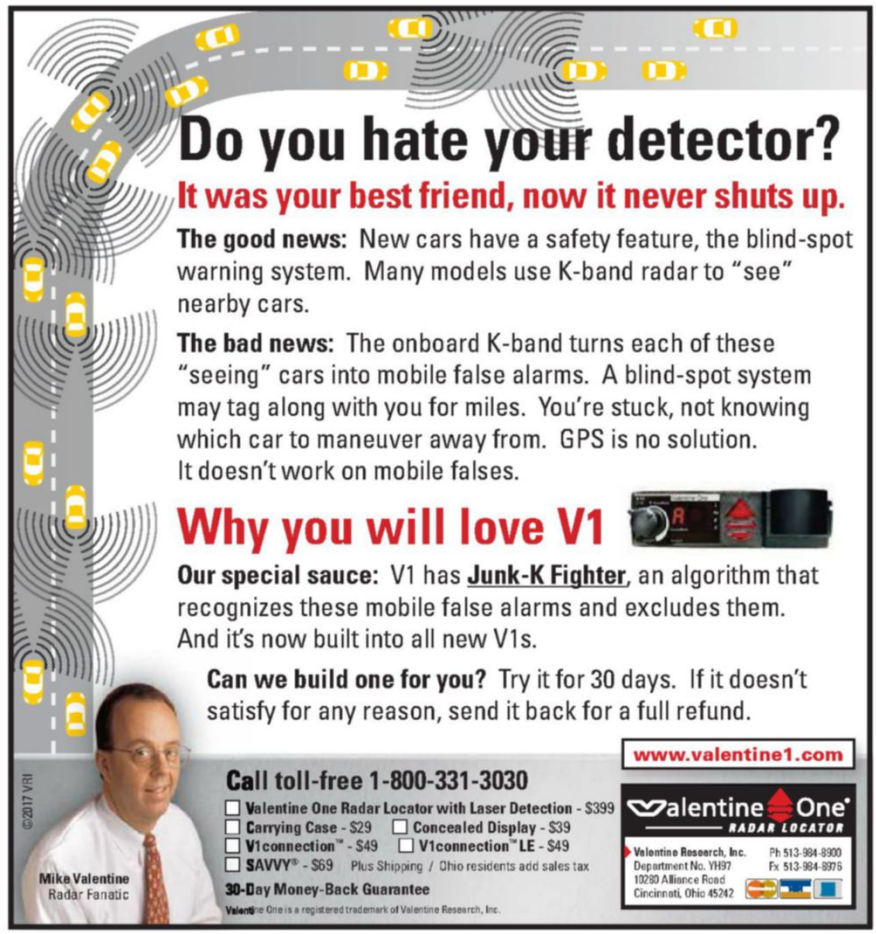
Our testers romped the 530i to 60 from a standstill in 6.2 seconds and through the quarter mile in 14.8 seconds at 94.6 mph. That equals the last-gen 528i turbo-four, which posted the same 0–60 time and hit the quarter in 14.7 seconds at 94.4 mph. That's also in line with the Mercedes and Audi fours.

When you look at the upmarket six-cylinder engines in the segment, they all are substantially more powerful (and turbocharged), usually nailing a 0–60 run in the low 5-second range and a quarter mile at 14 seconds well north of 100 mph. But for the same price, they will come with far less content than our loaded-to-the-gills model.

How a car handles and stops is also crucial. And in our tests, the redesigned 530i shows stronger skidpad, figure-eight, and braking numbers than the competitive Mercedes-Benz and Audi entries.

Road test editor Chris Walton thought the steering was bizarre. "I found myself sawing at the wheel all the way around the skidpad," he says. "I'm not a fan of variable ratio based solely on vehicle speed. It is still unpredictable and nonlinear." Despite the odd steering feedback, the BMW carries "a good amount of grip throughout the corner, with good balance on the throttle, and just enough power to wag the back end on exit."

In other words, it's a fun set of wheels even if it's supposedly missing two cylinders.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I have yet to rely on Subaru's safety tech to save my butt, but it's nice to know it's there.

2017 Subaru Legacy Sport Mike Royer

"Thinking about buying a Subaru Legacy? What do you wanna know? I'll spend the next nine months answering your questions. That's what we're here for."

Service life / 4 mo/7,803 mi
Avg CO2 / 0.72 lb/mi
Energy cons / 125 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0 (oil change, tire rotation, inspection)
Normal-wear cost / $0
Base price / $24,815 **As tested** / $28,998

REAL MPG FUEL ECON 24.5 MPG comb.

I'm taking over the Legacy for Erick Ayapana, who, as fleet manager, is busy with multiple cars instead of just one, or so he told me as he skittered out of the garage in a Porsche or Ferrari or something decidedly not a reasonably priced midsize sedan.

Although I'm stoked to be the Subaru's new step-dad, I'd like to hear what you, the reader, might be interested in hearing about. The affordable family sedan segment is not my specialty. So let's have a little fun. My Twitter handle is @MT_Royer, and you can reach me to ask questions or make a suggestion at MotorTrendRoyer@gmail.com. If I choose your question, I'll run your name and answer your query. You'll be mildly famous among Subaru Legacy aficionados. #ELITE

While I await your queries, I'll put the navigation system and stereo through some testing to see how it interfaces with current and legacy devices and if the navigation makes me want to keep my phone and Waze in my pocket.

2016 Honda HR-V (EX) Robin Trajano

"The Thule roof rack and box add more cargo room and give the Honda HR-V a purposeful look."

Service life / 10 mo/15,792 mi
Avg CO2 / 0.70 lb/mi
Energy cons / 120 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $149.29 (2-oil change, inspection, tire rotation)
Normal-wear cost / $0
Base price / $22,045 **As tested** / $22,407

REAL MPG FUEL ECON 32.4 MPG comb.

At a certain point, you become accustomed to each car's characteristics, and it becomes familiar. The HR-V has definitely started to grow on me.

I've gotten used to the engine's powerband and know how to make the best of it. Shifting has become second nature, and the combination of the light clutch and precise shifter has been a godsend.

I also like how my phone connects via Bluetooth as soon as I start the car without the need to change the source or reconnect. Still, Honda's new infotainment systems with Android Auto/Apple CarPlay in the CR-V, Civic, and Odyssey would be a welcome update, if possible.

The driver-side wide-angle mirror is useful. You can buy aftermarket domed blind-spot mirrors, but Honda's is nicely incorporated into the mirror. The last inch and a half or so is convex to give it a wide angle. Once you get used to it, the only thing you notice is that car in what used to be your blind spot.

Manuals are falling out of favor with the public, but I was glad we didn't get the CVT.

2016 Volvo XC90 T6 Inscription AWD Alisa Priddle

"Should you go with a gas, diesel, or plug-in hybrid powertrain? How to choose when shopping a Volvo XC90."

Service life / 12 mo/25,880 mi
Avg CO2 / 0.95 lb/mi
Energy cons / 160 kW-hrs/100 mi
Unresolved problems / None
Maintenance cost / $0 (2-oil change, inspection)
Normal-wear cost / $0
Base price / $56,395 **As tested** / $69,625

AVERAGE FUEL ECON 20.5 MPG comb.

Our XC90 has a 2.0-liter I-4 with a turbocharger and small supercharger. It's responsive and peppy with plenty of power to merge, pass, and do anything else we ask of it.

We can now add more context after hopping in a few alternatives. In Finland we rented an XC90 D5 with a 2.0-liter twin-turbo diesel I-4 that isn't offered here. It delivered a quiet ride and smooth acceleration with plenty of low-end torque while saving some power for passing at higher speeds. We prefer our gas version. It has more power in all the right places. We also got some time in an XC90 T8 plug-in hybrid with the turbo/supercharged gas engine and an 87-hp electric motor. It's the best for delivering power off the line, past the line, and to the finish line and has an electric range of 13 miles. It's also the most expensive.

Experiencing the breadth of the XC90 lineup confirmed there are no bad choices—it comes down to availability, preference, and price.

2016 Toyota Mirai Kelly Pleskot

"The $15,000 worth of free fuel Toyota offers be the biggest perk of driving the Mirai. At our current rate, that will almost cover three full years of hydrogen."

Service life / 5 mo/8,690 mi
Avg CO2 / 0.00 lb/mi (at tailpipe)
Energy cons / 51/51 kW-hrs/100 mi (gas equiv)
Unresolved problems / None
Maintenance cost / $0
Normal-wear cost / $0
Base price / $58,335 **As tested** / $58,335

REAL MPG FUEL ECON 63.0 MPG comb.

One perk of driving a hydrogen car is free fuel. Toyota offers complimentary hydrogen fuel on the Mirai for three years or $15,000, whichever comes first. But is $15,000 enough?

After more than five months, we project our fuel costs for one year would total $5,555 and change. By the end of three years, we'd run about $1,665 over the allowance. Even if the Mirai is your only car and you drive 60 miles every day, the $15,000 limit seems generous. Plus, should you need to drive outside the hydrogen highway, you get 21 days of free rental car service in the first three years.

Like the standard Prius, the Mirai measures your driving efficiency in real time, and an eco diary makes a log of your miles. The Mirai also issues a driving score for every trip you take. Out of a possible 100, the score tells you how efficiently you accelerate, decelerate, and coast. The test isn't easy, and unless I'm really watching the way I drive, I typically get around 50.

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The panoramic sunroof and front parking sensors are the features I'll miss the most about our loaded 2017 Kia Sportage EX.

2017 Kia Sportage EX AWD Zach Gale

"Kia shoppers can get a Sorento for not much more than the Sportage, but that larger crossover is nowhere near as boldly styled."

The 2017 Kia Sportage impresses as long as you don't look around much in the compact crossover class. The interior is filled with smart touches, and the EX trim offers real value. Plus, it's one of the most attractive crossovers in its class, at least from the rear three-quarter view. After a year behind the wheel, however, it became clear that despite the Sportage's advantages, it's beaten in most categories by a competitor.

One exception is design. I've really come to love the Sportage's side and rear views because those angles maximize the impact of the roof that slopes gently toward the rear. The black panoramic roof, sculpted rear spoiler, and the automaker's trademark "file tab" design accents contribute to a cool design that won't be seen around the neighborhood as often as the CR-V and RAV4. One tip I have for the refreshed Sportage in a couple years would be to move the rear turn signals up from their current location on the lower bumper for better visibility and safety.

The interior has some bright spots, too. I am lucky enough to experience the cabins of many new cars on a regular basis, and I admire how much the Sportage offers in loaded EX form with a price of about $33,000. The entire center stack of controls is tilted toward the driver, and our tester has an 8.0-inch screen at the very top—that size and placement beat many competitors, and these are details I appreciated every day, such as the panoramic sunroof's huge glass panels, which nicely frame the sky above. The gauges look good, too, ventilated seats proved helpful on hot days, and the tire pressure monitoring system's individual tire readouts came in handy more than once. (Each of those features is included in the Sportage EX with the Premium and Technology packages.) After I installed Apple CarPlay with an online software update on the car's SD card, I enjoyed the system's features almost 100 percent of the time. And if that feature (or Android Auto) is important to you, consider that on the Kia, the steering wheel's voice

Service life / 12 mo/21,033 mi
Base price / $27,895
Options / EX Technology package ($2,800: Harman Kardon audio system, navigation, forward collsion warning w/ emergency braking, power-adjustable and ventilated front seats, park assist, hands-free power tailgate), EX Premium package ($1,900: Panoramic sunroof, power folding mirrors, blind-spot detection, lane change assist, heated steering wheel)
Price as tested / $32,595
Avg fuel econ/CO2 / 22.2 mpg/0.87 lb/mi
Problem areas / None **Maintenance cost /** $223.41 (3-oil change, inspection, tire rotation; 1- cabin air filter) **Normal-wear cost/** $0
3-year residual value*/ $25,000 **Recalls /** None

REAL MPG CITY/HWY/COMB FUEL ECON
19.4/28.5/22.6 MPG

*IntelliChoice data; assumes 42,000 miles at the end of three years

The Sportage EX with options and the SX get ventilated front seats, still a cool feature in this class.

command button links to the CarPlay system, unlike a few other automaker integrations of the system.

Add competent driving manners to those advantages, aside from a suspension, which is a tad floaty over bumps and freeway expansion joints. The three-mode driving system—with more heavily weighted steering in Sport mode—is cool, too.

As a regular consumer, though, I never would have experienced any of those positives.

That's because the 2017 Sportage falls short in a few key categories, including fuel efficiency. Even if you ignore the poor EPA ratings and look at our Real MPG results, which use a $150,000 gas analyzer to provide a real-world data point besides the EPA's numbers, the picture doesn't improve much. The Real MPG highway rating of 28.5 is better than the EPA's 25, but the Real MPG city rating of 19.4 falls below the EPA's already disappointing 21 mpg, and most of my driving is city-style driving. (The EPA calculates combined city/highway ratings by weighting the city number more than the highway number.)

Slow acceleration puts the Sportage further back in the pack. A 9.0-second as-tested 0–60 time is not bad for a four-cylinder all-wheel-drive crossover, but multiple others are not only quicker but also more efficient. The same is true with interior space. Rear-seat space is OK but bested by a handful of others, and I'm not a fan of how the back of the Kia's front seats are hard. Cargo space is decent but not class-leading, and unlike the Honda CR-V, Mazda CX-5, and Subaru Forester, you can't fold down the rear seats from the cargo area.

The Kia does have a better basic warranty than almost every other compact crossover (five years/60,000 miles), and there's real value in the EX trim. Still, I would have liked our loaded Sportage EX to have either better headlights or a lane keeping assist system.

If you've never sat in the back seat of a Honda CR-V, you'd probably think the Kia Sportage's rear seat was just fine, but it could be better.

Servicing the Sportage was uneventful, with three service visits costing a total of $223.41 over the course of 21,033 miles. Our 2016 Mitsubishi Outlander cost $341.96 over three visits and 26,871 miles. The last-gen 2015 Honda CR-V we drove for 22,291 miles cost $349.50 for three visits, and our last-gen 2015 Mazda CX-5 traveled 19,574 miles in our care, with three service visits costing $320.37.

For me, the Sportage's reasonable pricing, generous warranty, and appreciated center-stack details simply don't outweigh its relative slowness, inefficiency, and midpack interior space. It's a good-looking crossover with value in EX form, but depending on what factors are most important to you, other crossovers might be a better fit.

The Sportage falls short in a few categories, including fuel efficiency.

2017 Kia Sportage EX AWD	
POWERTRAIN/CHASSIS	
DRIVETRAIN LAYOUT	Front-engine, AWD
ENGINE TYPE	I-4, alum block/head
VALVETRAIN	DOHC, 4 valves/cyl
DISPLACEMENT	144.0 cu in/2,359cc
COMPRESSION RATIO	11.3:1
POWER (SAE NET)	181 hp @ 6,000 rpm
TORQUE (SAE NET)	175 lb-ft @ 4,000 rpm
REDLINE	6,500 rpm
WEIGHT TO POWER	20.0 lb/hp
TRANSMISSION	6-speed automatic
AXLE/FINAL-DRIVE RATIO	3.20:1/2.47:1
SUSPENSION, FRONT; REAR	Struts, coil springs, anti-roll bar; multilink, coil springs, anti-roll bar
STEERING RATIO	14.4:1
TURNS LOCK-TO-LOCK	2.7
BRAKES, F; R	12.0-in vented disc; 11.9-in disc, ABS
WHEELS	7.0 x 18 in, cast aluminum
TIRES	225/55R18 M+S (98H) Nexen Npriz RH7
DIMENSIONS	
WHEELBASE	105.1 in
TRACK, F/R	63.5/64.0 in
LENGTH X WIDTH X HEIGHT	176.4 x 73.0 x 64.8 in
GROUND CLEARANCE	6.8 in
APPRCH/DEPART ANGLE	28.0/24.6 deg
TURNING CIRCLE	34.8 ft
CURB WEIGHT	3,616 lb
WEIGHT DIST, F/R	58/42%
TOWING CAPACITY	2,000 lb
SEATING CAPACITY	5
HEADROOM, F/R	37.6/37.9 in
LEGROOM, F/R	41.5/38.2 in
SHOULDER ROOM, F/R	57.1/55.1 in
CARGO VOL BEH F/R	60.1/30.7 cu ft
TEST DATA	
ACCELERATION TO MPH	
0-30	2.9 sec
0-40	4.6
0-50	6.6
0-60	9.0
0-70	12.2
0-80	15.7
PASSING, 45-65 MPH	5.0
QUARTER MILE	16.9 sec @ 83.0 mph
BRAKING, 60-0 MPH	114 ft
LATERAL ACCELERATION	0.83 g (avg)
MT FIGURE EIGHT	27.4 sec @ 0.60 g (avg)
TOP-GEAR REVS @ 60 MPH	1,800 rpm
CONSUMER INFO	
BASE PRICE	$27,895
PRICE AS TESTED	$32,595
STABILITY/TRACTION CONTROL	Yes/Yes
AIRBAGS	Dual front, front side, f/r curtain
BASIC WARRANTY	5 yrs/60,000 miles
POWERTRAIN WARRANTY	10 yrs/100,000 miles
ROADSIDE ASSISTANCE	5 yrs/60,000 miles
FUEL CAPACITY	16.4 gal
EPA CITY/HWY/COMB ECON	21/25/23 mpg
ENERGY CONS, CITY/HWY	160/135 kW-hrs/100 miles
CO2 EMISSIONS, COMB	0.86 lb/mile
REAL MPG, CITY/HWY/COMB	19.4/28.5/22.6 mpg
RECOMMENDED FUEL	Unleaded regular

MOTOR TREND REAL MPG

This is the epitome of what this Range Rover Sport means to me: It's the ultimate go-anywhere grand touring vehicle.

2016 Land Rover Range Rover Sport HSE Td6 William Walker

"No, he wasn't driving, and it was a 2WD rental. But still, I used the Range Rover Sport HSE Td6 to rescue Ken Block."

With a barren desert highway stretching out toward the horizon, I sat relaxed as the warm evening air whipped through the cabin. This was my last hurrah behind the wheel of my long-term Range Rover Sport HSE Td6, and what a hurrah it was.

It's hard to imagine that I could be cruising across the desert floor at autobahn speeds in perfect comfort when just moments before I was driving through towering sand dunes going places most vehicles could never even imagine going. We had just finished filming an episode of *Ignition* in which Jonny Lieberman and Ken Block took two Ford Raptors into Dumont Dunes park near Death Valley. Throughout a day of drifting, jumping, and driving up the sides of mountainous dunes, a number of support vehicles and one of the usually unstoppable Raptors found themselves trapped in deep sand. The Range Rover rescued them all.

This one day, this one moment even, is the epitome of what this Range Rover means to me—it's the ultimate luxury go-anywhere grand touring vehicle. To say my time with it has spoiled me is an understatement. How do I come back from this?

My year with our Range Rover Sport Td6 started by chance. Angus MacKenzie, the Rover's original chaperone, had just moved to England. The logical choice to replace him in his duties, editor-in-chief Ed Loh, needed a larger vehicle to accommodate his morning surf outings. I happily surrendered my long-term Honda Pilot in exchange.

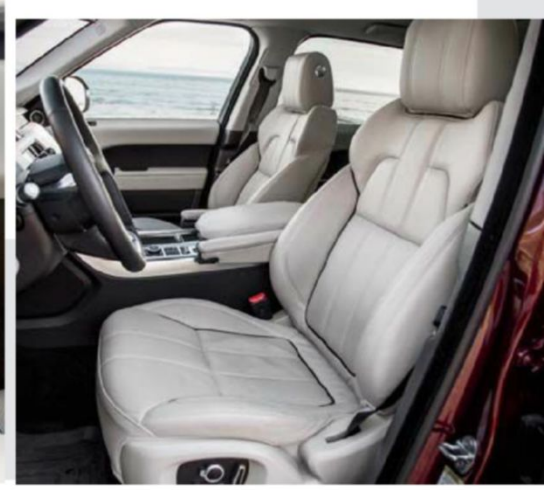
Having worked full-time at *Motor Trend* for almost seven years, I have spent a considerable amount behind the wheel of different Range Rovers. Throughout the years, I have sampled everything from supercharged V-8 Sport models to fully optioned uber-luxury full-size Range Rovers, but this would be my maiden voyage into luxury automobile ownership.

With a price of $83,510, our diesel-sipping Range Rover Sport had $11,065 in optional equip-

Service life / 12 mo/27,363 mi
Base price / $72,445
Options / Driver Assistance package ($2,900: Lane departure warning, parking assist, park distance control, head-up display), Front Climate Comfort & Visibility package ($2,620: 16-way adjustable front heated and cooled seats, heated rear seats, heated steering wheel, adaptive xenon headlights, blind-spot monitor), Extra Duty package ($1,750: Two-speed transfer box, Terrain Response 2 Auto, All Terrain Progress Control), adaptive cruise control ($1,295), Meridian Premium audio ($1,100), Tow package ($900: Hitch receiver, full-size spare), sliding panoramic roof ($500) **Price as tested /** $83,510
Avg fuel econ/CO2 / 24.0 mpg/0.93 lb/mi
Problem areas / None **Maintenance cost /** $1,588.11 (3-DEF refill; 2-oil change, inspection, tire rotation, cabin air filter, fuel filter)
Normal-wear cost/ $846.12 (brake pads)
3-year residual value*/ $65,200 **Recalls /** None

REAL MPG CITY/HWY/COMB FUEL ECON
24.0/31.8/26.9 MPG

*IntelliChoice data; assumes 42,000 miles at the end of three years



ment. The Front Climate Comfort and Visibility package kept me extra comfortable during long trips. The second-row occupants also got heated seats, and my hands were kept toasty in the cold climates by a heated steering wheel. The $1,100 825-Watt Meridian Premium Audio package is well worth it and kept me listening in style during long trips. Another fun perk was that the front console was refrigerated, so I always had cold water and caffeinated beverages during long photo shoots.

The only negatives about the interior were that the seats could be a little firm and that the classy light-colored leather was difficult to keep clean, especially because I regularly find myself in dusty, dirty photo locations. The infotainment system is also slow and outdated, but that has been a complaint about every Land Rover product I have ever driven. Hopefully in the coming years Range Rover will adopt the updated system found in the newest Jaguar offerings.

The $500 panoramic roof was very helpful for doing car-to-car photography. All of the other packages included with the Range Rover combined for a very nice vehicle to drive in any conditions imaginable.

That's the important part. No matter what you threw at it, the Range Rover handled it with ease. Whether it was long road trips, day-to-day driving in traffic, twisty mountain roads, off-road, snow, or sand, I was always filled with a sense of confidence that the Range Rover would get through it. It was by far the most versatile vehicle that I have ever "owned." Because of its well roundedness, it meant that I drove it a lot. Together with other staffers, we racked up more than 27,000 miles over our year with the Range Rover.

There were, of course, some typical struggles you might experience after driving a vehicle for a year. The first issue we had directly followed the Rover's first service. Having never chaperoned a luxury brand vehicle before, I found the $845.63 basic service hard to swallow. The service interval is 15,000 miles, though, so that made it a little easier to get down. Unfortunately, a few days after the service was completed, a fuel filter seal failed and left a massive puddle of diesel fuel in my driveway. My frustration was compounded when I found oil-covered rags that had been left in the engine bay from the service department. We also had recurring issues with an exhaust gas recirculation valve. It would stick and throw error codes that would occasionally cure themselves, and it sometimes need to be taken into the dealer. We also picked up so many rock strikes that we needed to have the windshield replaced to the tune of $1,828.92 late in our loan. During that same visit, they replaced the brake pads and did the second basic service all combined for a gut-wrenching amount of $3,386.50

Compared to our long-term 2014 Range Rover ($290.36 for maintenance, $0 for normal wear) and 2015 Range Rover Sport Supercharged ($0 for maintenance, $175 for normal wear), we spent significantly more on this Range Rover. The additional basic service that was done early, the brakes, and the replacement windshield really added up. Previous high-dollar long-term SUVs were similarly or more expensive to maintain, though ($2,304.08 for a 2013 Mercedes-Benz GL350 Bluetec and $3,628.26 for a 2012 Porsche Cayenne S Hybrid).

I say it about all of my long-term vehicles, but I will miss everything about the Range Rover, from its versatile, competent driving characteristics to its classy Montalcino Red exterior paint and equally classy Oxford interior. It had its reliability issues, but the overall package more than made up for its shortcomings. $83,510 is a lot of money, but the Range Rover Sport HSE Td6 is a lot of vehicle. ■

Although I didn't spend much time in the back seat, I'm pretty sure my dog enjoyed the heated seats during our voyages into colder climates.

2016 Land Rover Range Rover Sport HSE Td6

POWERTRAIN/CHASSIS	
DRIVETRAIN LAYOUT	Front-engine, 4WD
ENGINE TYPE	Turbodiesel 60-deg V-6, iron block/alum heads
VALVETRAIN	DOHC, 4 valves/cyl
DISPLACEMENT	182.6 cu in/2,993cc
COMPRESSION RATIO	16.1:1
POWER (SAE NET)	254 hp @ 4,000 rpm
TORQUE (SAE NET)	443 lb-ft @ 1,750 rpm
REDLINE	4,200 rpm
WEIGHT TO POWER	21.0 lb/hp
TRANSMISSION	8-speed automatic
AXLE/FINAL-DRIVE RATIO	3.21:1/2.14:1
SUSPENSION, FRONT; REAR	Control arms, air springs, anti-roll bar; multilink, air springs, anti-roll bar
STEERING RATIO	17.6:1
TURNS LOCK-TO-LOCK	2.8
BRAKES, F; R	13.8-in vented disc; 13.8-in vented disc, ABS
WHEELS	9.5 x 20 in, cast aluminum
TIRES	255/55R20 110Y M+S Goodyear Eagle F1
DIMENSIONS	
WHEELBASE	115.1 in
TRACK, F/R	66.5/66.4 in
LENGTH X WIDTH X HEIGHT	190.9 x 81.6 x 70.1 in
GROUND CLEARANCE	11.3 in
APPRCH/DEPART ANGLE	33.0/31.0 deg
TURNING CIRCLE	40.6 ft
CURB WEIGHT	5,326 lb
WEIGHT DIST, F/R	50/50%
TOWING CAPACITY	7,716 lb
SEATING CAPACITY	5
HEADROOM, F/R	38.8/39.1 in
LEGROOM, F/R	39.6/37.0 in
SHOULDER ROOM, F/R	60.7/59.5 in
CARGO VOLUME BEH F/R	62.2/27.7 cu ft
TEST DATA	
ACCELERATION TO MPH	
0-30	2.4 sec
0-40	3.8
0-50	5.4
0-60	7.6
0-70	10.0
0-80	13.2
0-90	-
0-100	-
PASSING, 45-65 MPH	4.1
QUARTER MILE	15.8 sec @ 86.8 mph
BRAKING, 60-0 MPH	120 ft
LATERAL ACCELERATION	0.80 g (avg)
MT FIGURE EIGHT	27.6 sec @ 0.62 g (avg)
TOP-GEAR REVS @ 60 MPH	1,400 rpm
CONSUMER INFO	
BASE PRICE	$72,445
PRICE AS TESTED	$83,510
STABILITY/TRACTION CONTROL	Yes/Yes
AIRBAGS	Dual front, front side, f/r curtain
BASIC WARRANTY	4 yrs/50,000 miles
POWERTRAIN WARRANTY	4 yrs/50,000 miles
ROADSIDE ASSISTANCE	4 yrs/50,000 miles
FUEL CAPACITY	22.7 gal
EPA CITY/HWY/COMB ECON	22/29/25 mpg
ENERGY CONS, CITY/HWY	171/130 kW-hrs/100 miles
CO2 EMISSIONS, COMB	0.90 lb/mile
REAL MPG,CITY/HWY/COMB	24.0/31.8/26.9 mpg
RECOMMENDED FUEL	Diesel

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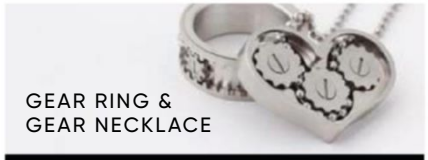

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Angus MacKenzie

The Big Picture

AXLES OF EVIL? THE TRUTH ABOUT GERMAN AUTOMAKERS AND AMERICA

"The Germans are bad, very bad. See the millions of cars they are selling in the U.S.? Terrible. We will stop this." It was a typical tweet-friendly Donald Trump soundbite, made—according to Germany's *Der Spiegel* and later confirmed as correct by White House economic adviser Gary Cohn—during a meeting with senior European Union officials.

Trump's remarks were initially interpreted as an attack on the German people. But that was collateral damage: His real target, apparently, was Germany's massive trade surplus with the U.S. "He didn't say the Germans are behaving badly," European Commission president Jean-Claude Juncker said in Sicily before the G7 Summit, reported *The Washington Post*. "He said we have a problem, as others do, with the German surplus."

German auto industry execs could be forgiven for rolling their eyes at the protectionist rhetoric coming from the leader of a country that has long lectured the rest of the world about the benefits of free-market capitalism. After all, no one is forcing Americans to buy all those Benzes, BMWs, VWs, and Audis.

The President's implication that the German auto industry is somehow resorting to unfair trade tactics to win sales in the United States is also likely to cause puzzled grimaces in Stuttgart, Munich, and Wolfsburg. Unlike Japan or China—also targets of Trumpian tirades on trade—Germany cannot manipulate its currency because it shares the euro with other EU nations. And its highly skilled and heavily unionized home-country workforce is by U.S. standards a high-cost place to manufacture automobiles. Even a cursory glance at our buyer's guide reveals German-brand vehicles are among the most expensive sold in the U.S. Dumping? Nope. It simply doesn't add up.

To put things into perspective: Of the 17.5 million vehicles sold in the United States last year, about 1.38 million, or less than 8 percent, were German or from German-owned brands. That hardly seems an existential threat to the U.S. economy.

What's perhaps more important is that many of those "German" vehicles sold in America are actually assembled here. German automakers actively contribute to the U.S. economy, having invested in plants that employ more than 15,000 U.S. citizens in Spartanburg, South Carolina; Vance, Alabama; and Chattanooga, Tennessee—embracing Red State regions that hitherto offered few high-level manufacturing jobs. Those plants last year produced almost 850,000 vehicles, and not just for the U.S. market—in 2016, 75 percent of the BMW X3, X4, X5, and X6s built in South Carolina and 59 percent of the Mercedes-Benz GL and GLEs made in Alabama were exported. Spartanburg also is BMW's largest assembly plant in the world.

Spartanburg, South Carolina, is home to the largest BMW assembly plant in the world.

Not for the first time in his tumultuous presidency, Trump has shot from the lip and missed. If he truly believes Germany is selling too many cars in America, to the detriment of American automakers and American jobs, the problem isn't Germany's. It's Detroit's.

Those Americans who buy a German car or truck rather than one from Detroit do so because they believe it better delivers the performance, style, and functionality they want or need at a price they can afford. It is not for any politician, even the President of the United States, to dictate consumers should do otherwise. It's up to the designers, engineers, and marketers at GM, Ford, and FCA to use their talents to create products that compete with those from Daimler, BMW, and Volkswagen Group.

Build a better product, and let consumers exercise their freedom of choice. That's always been the American way. ■

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